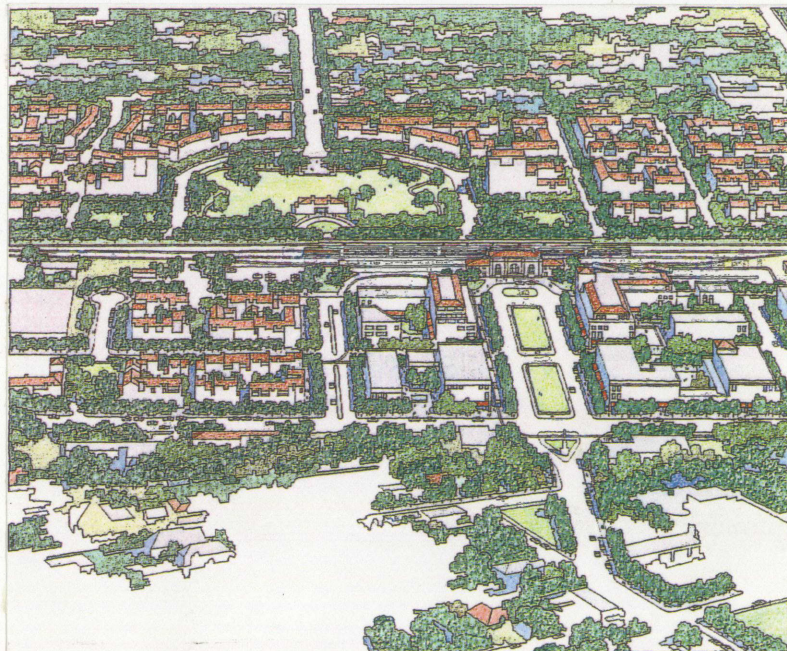


MIDTOWN SPECIFIC PLAN



City of San Jose

December 1992

MIDTOWN SPECIFIC PLAN

*Adopted by the City Council
December 8, 1992*

City of San Jose

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Plan Overview



The 210-acre Midtown area is strategically located in relation to downtown San Jose and the region's transportation system.

Summary

The Midtown Specific Plan provides a vision for an area of San Jose that is undergoing considerable transition and change. The purpose of the plan is to guide the evolution of this 210-acre industrial and commercial service area in a way that will encourage coordinated development, responsive to citywide and regional objectives as well as local and neighborhood considerations. The goal is to create a new mixed-use community that includes high-density commercial and residential uses oriented to transit, while maintaining some industrial and service commercial uses.

The intent of the Specific Plan is to encourage investment and new development within Midtown through a clearly established public commitment to the intensification of the area, and through a clear pattern of land uses that provides investors with a level of certainty regarding the future form and character of development. It is not the intent of the plan to force existing businesses out of the area; rather, the plan provides policies and guidelines that encourage new development to complement and enhance existing uses, allowing for these uses to remain as long as they wish and as long as market conditions dictate. The plan recognizes that the full buildout of the Midtown Specific Plan will

take many years to realize, and that to avoid piecemeal decisions and foreclosed opportunities, such a vision must be set forth now.

More specifically, the Midtown Specific Plan provides for:

- The intensification of development immediately adjacent to Cahill Station and to the future West San Carlos light rail transit (LRT) station to a mixture of residential and commercial uses that will create an employee and resident population in close proximity to transit, and that will strengthen these areas as pedestrian-oriented activity centers within San Jose. The plan provides for up to 920,000 square feet of new office development to occur over the next 20 to 30 years.
- The creation of a new residential community of up to 2,940 dwelling units, offering a wide range of housing choices including apartments, townhouses, condominiums, single room occupancy units, senior citizen and congregate care facilities, and live/work studios. A major objective of the plan is to meet housing needs and promote a diverse and heterogeneous community of residents within Midtown.
- The preservation and intensification of industrial and commercial-service uses within Midtown, through the designation of lands for combined Commercial-Industrial use, and through policies that ensure compatible land use relationships with existing industrial and commercial uses that remain. The plan provides for up to 300,000 square feet of additional industrial/commercial uses within Midtown.
- The reinforcement of existing Neighborhood Business Districts along The Alameda and West San Carlos Street through the concentration of commercial and retail uses along these corridors. The plan provides for up to 335,000 square feet of retail, restaurant and entertainment-oriented uses along these key corridors.
- The creation of an extensive system of pedestrian ways and open spaces that promotes Midtown as a livable and walkable community. The plan provides for 13.5 acres of public parks, strategically located to promote a strong sense of community, to provide access and visibility from new and existing neighborhoods, and to enrich and activate the overall pedestrian experience.
- The development of a street pattern that extends the pedestrian character and scale of adjacent areas, accommodates project traffic, and avoids excessive vehicular through-movement within existing and future neighborhoods.
- The compatible relationship of Midtown with surrounding areas and neighborhoods. Through comprehensive urban design guidelines, the plan establishes an appropriate scale and pattern of development adjacent to the St. Leo's neighborhood on the west and the riparian corridor of Los Gatos Creek on the east.

Background

Midtown is a "J" shaped area located west of downtown San Jose and immediately east of the St. Leo's and Shasta-Hanchett neighborhoods. The area extends from The Alameda (generally between Sunol Street and Los Gatos Creek) to a line south of Auzerais Avenue, and then west to Meridian Avenue south of West San Carlos Street (see Figures 1 and 2).

The historic role of Midtown as a food processing, packaging and transshipment center began to subside in the 1950's, as urban development replaced the surrounding orchard lands and interstate trucking eclipsed rail as the predominant mode of distribution. Today, with the exception of Del Monte's facility at Auzerais Avenue and Sunol Street, most of the canning operations have been closed.

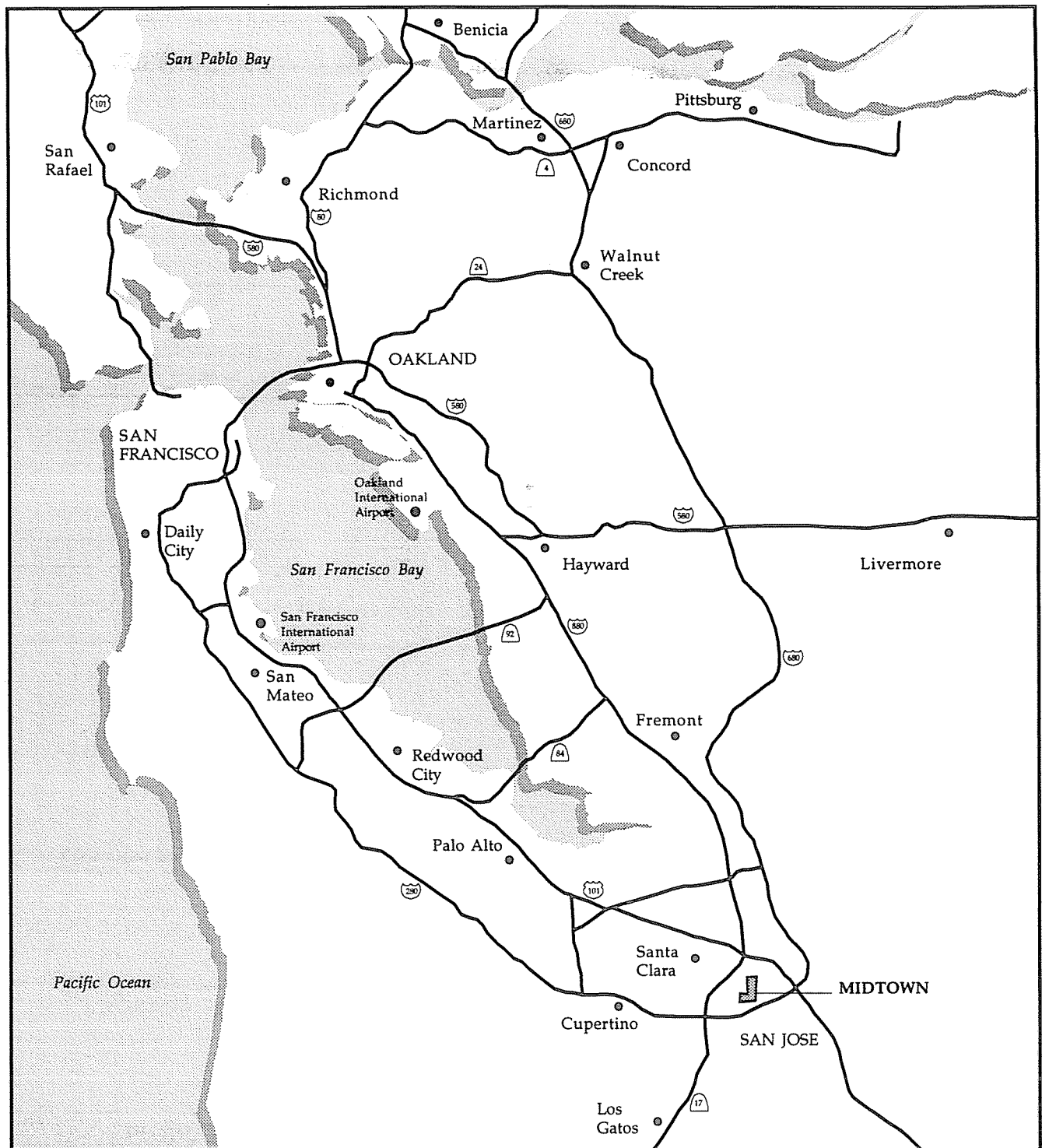


Figure 1
REGIONAL CONTEXT



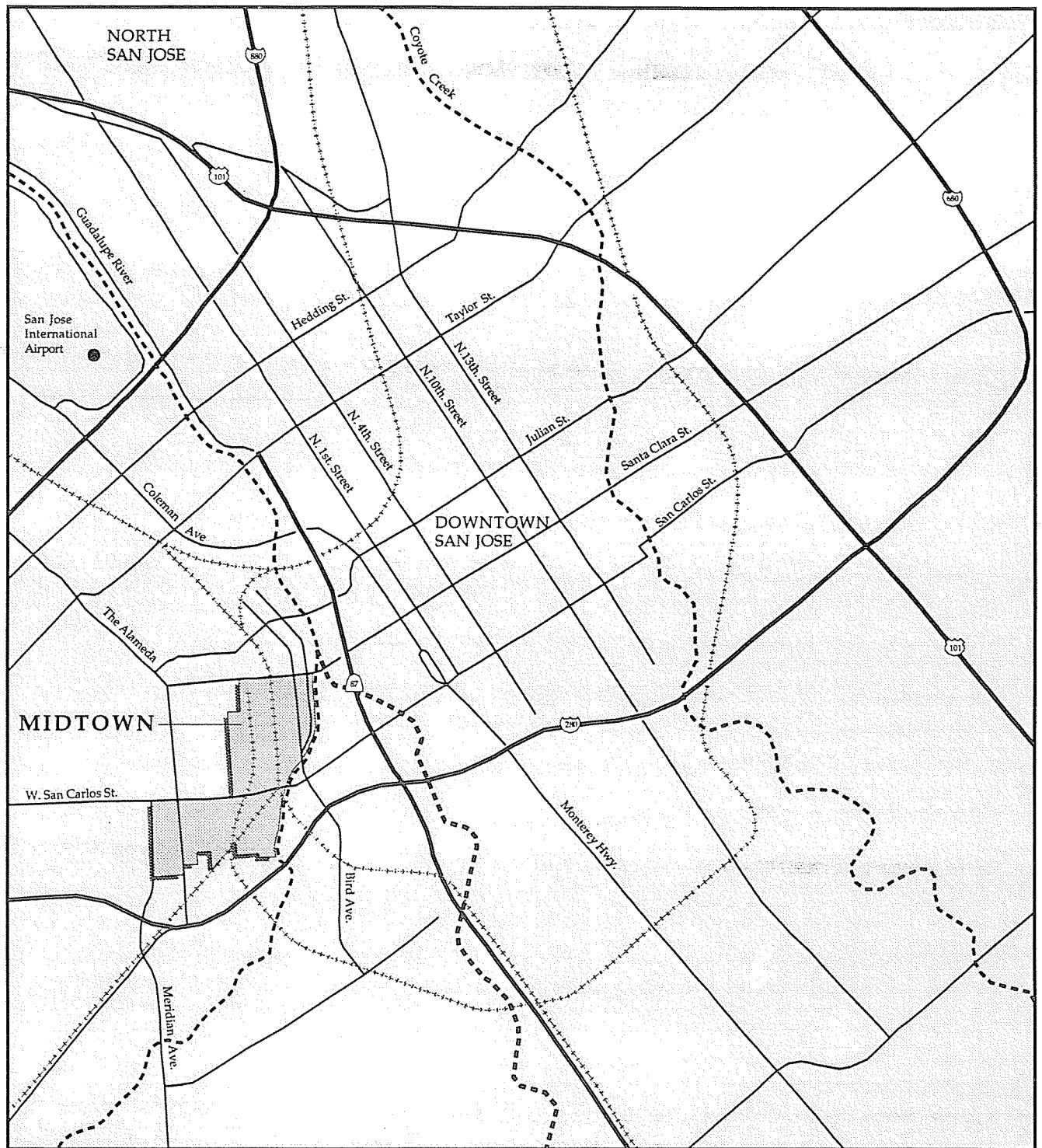


Figure 2
SAN JOSE CONTEXT



In spite of these closures, Midtown still functions as an important industrial and commercial service area, providing support to the adjacent downtown and the surrounding region. The area offers a convenient location for a range of businesses, including construction supplies, home improvements, flower sales, printing services, auto repair, and research and development.

In 1987, the San Jose City Council adopted the Lincoln-Auzerais Study, which included Midtown and additional areas to the south and east. With revitalization occurring in the adjacent downtown, the study recommended land use changes in Lincoln-Auzerais to support downtown, maintain adjacent neighborhoods, and allow continued industrial uses to reinforce the City's economic goals. Through this study, residential uses were first considered for portions of the Midtown area.

By the early 1990s, several factors contributed to the initiation of the Midtown Specific Plan process, including:

- The closure of Del Monte's West San Fernando Street plant and the availability of other major properties, such as the former Sears site, for new uses;
- The findings of the 1991 San Jose Housing Initiative Study, which identified significant opportunities for high-density housing along major transportation corridors within Midtown and beyond;
- The State's increased commitment to intercity and commuter rail transportation, evidenced by the passage of Proposition 116 by the voters in June of 1990, and the strategic role of Cahill Station within Midtown as one of the region's principal transportation centers; and
- The City's and County's intention to extend light rail transit service from the downtown to Cahill Station and the new Community Arena, and to provide for additional future transit extensions through Midtown along the Vasona corridor to Los Gatos; in addition,

the longer term goal to extend LRT service along West San Carlos Street and Stevens Creek Boulevard to Cupertino.

As a result of these factors, the City Council in 1991 directed the preparation of a Specific Plan for the newly defined Midtown area. The principal goal for the area is the creation of a vital mixed-use community with livable residential neighborhoods complemented by viable commercial and industrial businesses.

Scope of the Specific Plan

The Midtown Specific Plan establishes the location, intensity and character of land uses, the circulation pattern and necessary infrastructure improvements to support development, the location and configuration of parks and community facilities within the area, and the implementation actions required to realize the plan's objectives. As such, the Specific Plan provides detailed policy direction, elaborating upon the San Jose General Plan (Horizon 2000), which is the principal tool that guides growth and development within the city.

The Midtown Specific Plan is incorporated into the Horizon 2000 General Plan as the Midtown Planned Community. The General Plan describes the land uses permitted within Midtown and incorporates the major objectives and policies described in this plan.

A Draft Environmental Impact Report (EIR) was certified for the Midtown Specific Plan in conformance with the California Environmental Quality Act (CEQA).

Planning Approach and Process

To guide the preparation of the Midtown Specific Plan, the City Council appointed a 19-member task force chaired by City Councilwoman Nancy Ianni. This group balanced a diverse range of interests and included representatives from adjacent commercial and residential districts,

Midtown property owners, the San Jose Unified School District, and the Planning, Housing and Parks and Recreation Commissions. The Task Force provided overall direction and guidance throughout the planning process. Over the course of the one-year process, biweekly meetings were held with the Task Force to discuss the progress of the plan, to review and refine alternatives, and to establish the policies presented in this document. Public comment and input was received at all of these meetings, providing the Task Force with a direct dialogue with the community.

In addition to the regular Task Force meetings, City staff and the consultant team conducted numerous focus discussions and one-on-one interviews with key stakeholders and interest groups to better understand issues of concern and to provide clarification and explanation of the plan as it evolved. Community-wide workshops were also held at key points during the process to elicit input and comments. Under the direction of the Midtown Task Force, the plan was drafted to incorporate and balance the multiplicity of concerns and ideas expressed during the extensive public participation process.

The development of this plan has resulted from an iterative process of alternatives exploration and refinement. Alternatives focused on the realization of clearly stated objectives established by the Task Force early in the process. The alternatives were effective tools for focusing discussion, testing and evaluating concepts, and achieving general consensus within the Task Force for the ultimate concept.

Task Force Objectives

At the outset of the planning process, City staff and the consultant team worked with the Task Force to establish a list of objectives to guide the development of the Specific Plan. In addition to the input of the Task Force, the objectives build upon previous objectives articulated in the Lincoln-Auzerais Study of 1987. These include:

the avoidance of traffic impacts; the preservation of traditional industries; the protection and strengthening of existing neighborhoods; the implementation of the master plan and guidelines for Los Gatos Creek; and the reinforcement of General Plan policies.

A single goal was articulated for Midtown: *the creation of a vital mixed-use community oriented to existing and planned transit facilities and building upon the unique character and history of the area.*

Land Use

1. Configure land uses in Midtown (i.e., type, mix, density) in a manner that reinforces and maximizes transit ridership.
2. Create a pattern of land uses, open space and transportation facilities that strengthens pedestrian access within Midtown and provides linkages to downtown and surrounding neighborhoods.
3. Create a distinct image and identity for Midtown that reinforces the area as a diverse and urban mixed-use neighborhood with a strong sense of community.
4. Introduce land uses that complement the existing character of adjacent single-family neighborhoods; ensure that new development immediately adjacent to these neighborhoods has a similar height, scale and orientation as the historic fabric of single-family homes.
5. Encourage a wide range of housing types (e.g., live/work, townhouse, condominiums, SRO housing, apartments, etc.) that offers future residents viable alternatives to traditional single-family housing, and that can attract people with a diversity of income levels as well as cultural and professional backgrounds.
6. Orient commercial and retail uses in a manner that reinforces the existing Neighborhood Business Districts along The Alameda and West San Carlos Street.

7. Retain historic elements and features that convey the unique history and role of Midtown, and incorporate them within new development in a meaningful and viable manner.
8. Allow for the ongoing operation and/or logical phaseout of viable industrial and service uses within the area. Consider alternative locations for businesses within the area as needed.
9. Incorporate appropriate design measures to address the interface between industrial, residential, and other potentially conflicting uses. These measures would ensure the livability of the neighborhood and the viability of businesses by mitigating potential negative impacts.

Open Space, Parks and Community Facilities

10. Contribute to the realization of a citywide Bay to Ridge creek trail system, through the development of continuous public access facilities (bike path, pedestrian walkway) and through the implementation of the Los Gatos Creek Master Plan. Where feasible, preserve the riparian corridor along Los Gatos Creek.
11. Provide park facilities within Midtown that reinforce the sense of the Midtown neighborhood and that can also serve adjacent residential areas. In addition to traditional community and neighborhood parks, consider alternative park configurations that are appropriate to the desired urban character of the area.
12. Provide community facilities (e.g., community/senior centers, branch libraries, schools, child care) to the extent that they are required by new residential uses. Consider alternative prototypes for these facilities that are appropriate to the desired urban character of the area, and that reinforce a sense of neighborhood.

Transportation and Parking

13. Ensure the efficient operation of existing and planned transit improvements within Midtown to reduce auto dependency.
14. Create a pattern of roadways that serves future land uses within the district and avoids vehicular impacts (particularly north-south through-movement) within the adjacent neighborhoods. Design roadways in a manner that reflects objectives for reduced auto dependency and a strong pedestrian orientation.
15. Maximize shared parking opportunities between future development, the business districts, the Arena and Cahill Station, taking advantage of different peak-use characteristics. Provide sufficient parking to avoid overflow parking impacts within adjacent residential neighborhoods and business districts.

Implementation

16. Maximize, to the extent feasible, private developer and property owner contributions for the construction of community facilities, utilities, local roadways, and other improvements that will provide direct benefit and support to the planned development.
17. Aggressively pursue public funding of major infrastructure elements that will be of benefit to the larger community (e.g., Los Gatos Creek, transit, arterial roadways, etc.).
18. Identify and establish priorities for the infrastructure and service improvements needed to support the land use strategy of the Specific Plan.
19. Coordinate, to the extent feasible, public infrastructure investments related to other projects to maximize available resources to accomplish the objectives of the Midtown Specific Plan.

Opportunities and Constraints



Midtown's historic role as a food processing, packaging and transshipment center reached its peak in the early 20th century.

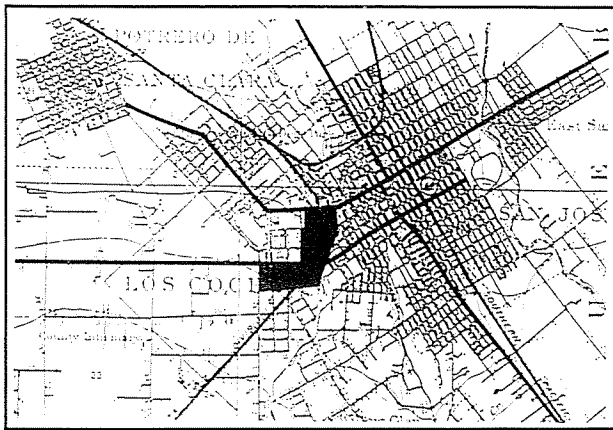
Historic Context

Midtown is located immediately west of downtown San Jose within an "J" shaped area of approximately 210 acres. Originally part of the Rancho de los Coches land grant along the historic Alameda, the Midtown area was located in the heart of the fertile Santa Clara Valley, which supported livestock, wheat, dairy and orchard farming. With the advent of rail transportation and the invention of the refrigerator rail car in the 1860s, Midtown became a thriving food processing, packaging and transshipment center. The proximity of the

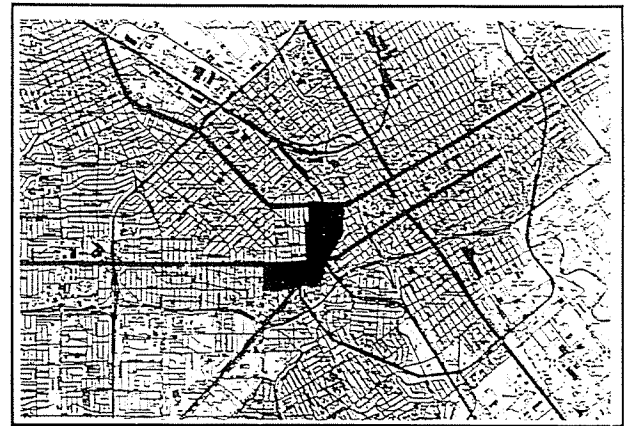
area to the fertile valley lands and fruit orchards, and to the diverse employment population of San Jose and Santa Clara, made the area a natural location for canneries, warehouses, cold storage facilities, and related industrial uses. By the late nineteenth century, produce canned in Midtown, Campbell and the Jackson-Taylor area accounted for the majority of the state's fruit exports.

Today, the historic role of Midtown is still in evidence:

- Del Monte operates a major canning facility in the vicinity of West San Carlos Street and Los Gatos Creek;



San Jose 1889
The Midtown District situated at the edge of the city served as a regional railroad transshipment and distribution center.



San Jose 1991
The City of San Jose now surrounds the Midtown District which no longer plays a key industrial role in the region.

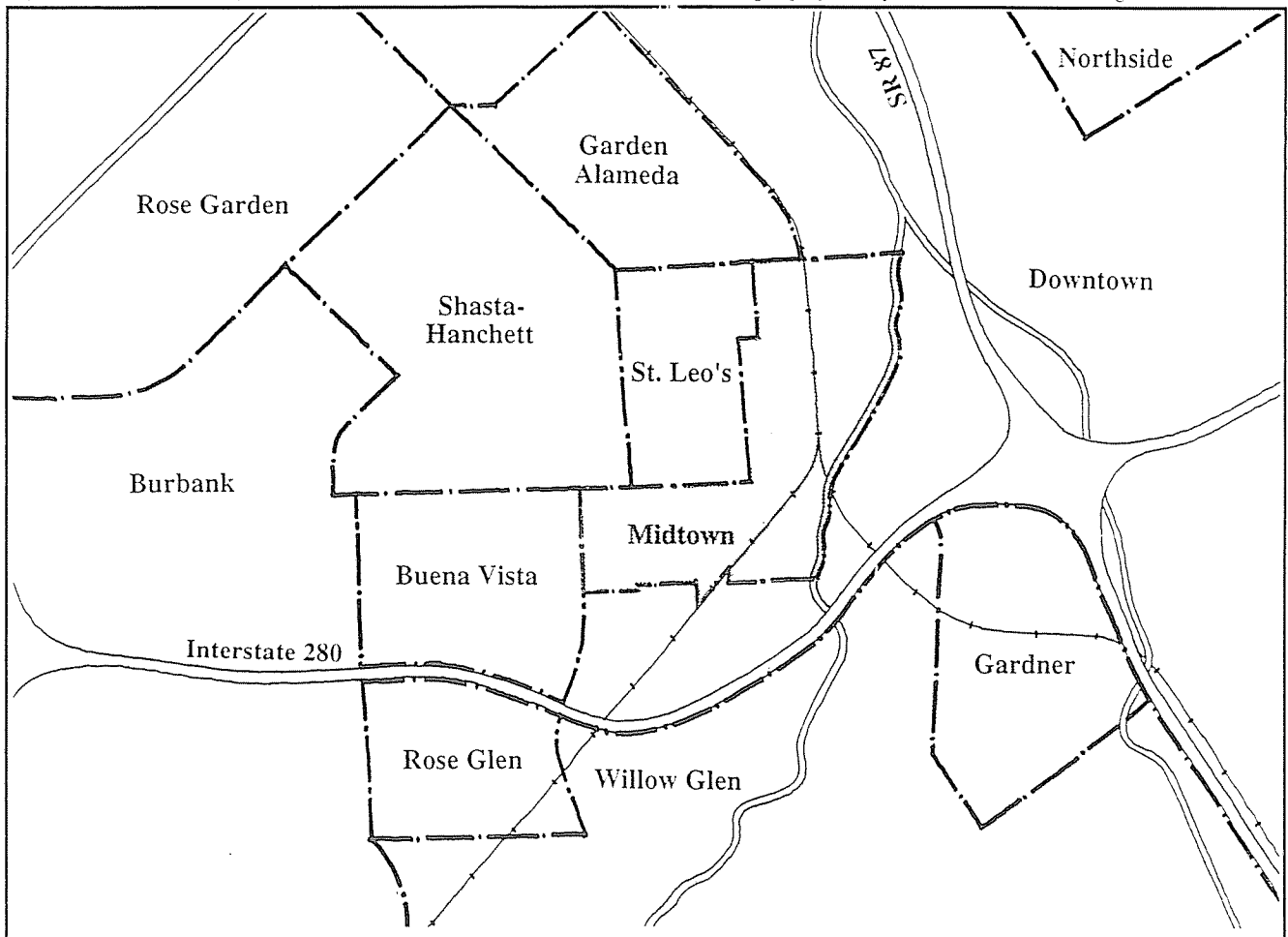


Figure 3
NEIGHBORHOOD CONTEXT

- Cahill Station, built in the 1920s, continues to serve as the region's principal rail transportation terminal;
- Although not currently in use as such, the historic Western Pacific freight terminal completed in 1922 stands at the intersection of The Alameda and Bush Streets; and
- Many service commercial and light industrial uses remain within the area.

Since the 1950s, the canning and transshipment role of Midtown has declined in importance. The urbanization of the surrounding orchard lands and the emergence of interstate trucking as the predominant mode of transportation made the area less competitive with the Central Valley and other agricultural regions. Over the last 20 years, virtually all of the canning facilities within Midtown have closed their doors, including most recently Del Monte's facility along The Alameda. Only Del Monte's canning plant south of West San Carlos Street, with its distinctive water tower and warehouse structures, remains as a testimony of Midtown's historic fruit processing role. The area now serves as a predominantly light industrial and service commercial district, enjoying direct access to I-280, SR-87 and downtown San Jose.

Downtown and Regional Context

Midtown's strategic location, adjacent to downtown San Jose and at the heart of the State's and County's expanding transportation system, gives it a particular importance within the region. The intensification of properties within Midtown can contribute to the significant revitalization efforts underway in the downtown and reinforce the considerable public investment that is being made in the development and expansion of regional commuter and light rail transit service. The creation of a new community of residents and employees, within easy walking distance of transit and the downtown, provides an alternative to the more decentralized and land-consumptive

patterns of suburban development that have contributed to regional traffic congestion, air quality deterioration, and loss of open space and agricultural lands. By providing a major infill opportunity at the heart of the region, Midtown can assist San Jose in balancing quality of life objectives with the need for economic development.

In the 1980s, the City of San Jose established the goal of transforming its downtown area into a vital 24-hour mixed-use area. Ten years later, considerable progress has been made toward the realization of this goal. The completion of the City of San Jose Convention Center, the Children's Discovery Museum, the San Jose Community Arena (1993), and the expansion of the Museum of Modern Art have secured the downtown as the principal cultural and recreational destination of the South Bay. A pilot version of the planned Technology Museum has also been established in the downtown to showcase the considerable achievements of the Silicon Valley in advancing international computer technology.

In addition to major public facilities, the City and its Redevelopment Agency have played an active role in encouraging private investment within the downtown. Public assistance in the realization of numerous commercial developments (e.g., the Fairmont Hotel, the Hilton Hotel, the Silicon Valley Financial Center) has directly contributed to downtown's emerging role as the business center of the region.

A key component in the City's program of downtown revitalization is the establishment of a diverse resident population that can benefit from the cultural, recreational and commercial amenities of the area, and that can contribute to the creation of an active day and nighttime environment. Toward this end, the City and Redevelopment Agency have approved numerous higher density mixed-use housing projects, resulting in the construction of over 750 units since 1987. A particular emphasis of San Jose policy is to locate housing in close proximity to

transit to reduce automobile dependency and promote ridership patronage.

The County of Santa Clara, in conjunction with the City of San Jose, has made considerable strides in the development of its light rail transit system. In April of 1992, the Guadalupe LRT corridor was completed, providing service between Edenvale to the south and the city of Santa Clara to the north. This line, which passes through the heart of downtown along a 12-block transit mall, provides residents with direct service to the three major employment centers of the region: Edenvale, downtown, and North San Jose. Several additional transit lines are also planned, including: the Vasona LRT corridor, which will connect downtown with Los Gatos; the Evergreen-Capitol corridor, providing service to southeast San Jose; and the Stevens Creek line, which will extend service along West San Carlos Street and Stevens Creek Boulevard to Cupertino.

Land Use Context

Development within Midtown is mainly comprised of light industrial, manufacturing, service commercial and public transportation uses (Figure 4). The area is bordered by residential uses on the west (the St. Leo's, Buena Vista and Burbank neighborhoods), the San Jose Community Arena (under construction) on the north, the "frame" area of downtown San Jose and Los Gatos Creek on the east, and a mixture of light and heavy industrial uses south to I-280. Three rail corridors, including a main passenger and freight line, transect Midtown in a north-south direction. The zoning designations within the project area are primarily industrial (M1 and M4), reflecting existing and historic uses.

Midtown includes portions of two Neighborhood Business Districts (NBDs): The Alameda NBD and West San Carlos NBD. Neighborhood Business Districts have been established by the City of San Jose to encourage the revitalization of key neighborhood-serving commercial centers

through economic incentives, public improvements and design assistance.

Midtown is in predominantly private ownership with over 100 properties, ranging in size from less than one acre to major parcels, including the 7.3-acre Union Ice Company and the 8.2-acre Del Monte property. Key publicly owned lands include: the Cahill Station area and rail right-of-way held by the Joint Powers Authority; adjacent parking areas owned by Santa Clara County and the Redevelopment Agency; a 4.6-acre property owned by Santa Clara County Transit District at Sunol and West San Carlos Streets; and the 12.5-acre former Sears site owned by the County Office of Education. The latter property has been identified as surplus and is on the market for private acquisition.

Because of the historic evolution of the city around it, Midtown finds itself adjacent to some distinctive areas, including the dynamic downtown and some of the city's most desirable and historic neighborhoods, including Willow Glen, Shasta-Hanchett, St. Leo's, and the Rose Garden. The transformation of Midtown provides an opportunity to create stronger linkages to these areas through the introduction of new activities and streetscape and open space improvements (Figure 5). These linkages could assist in making Midtown part of the "success" of these adjacent areas and, in turn, provide complementary uses that would reinforce the attractiveness and viability of the neighborhoods themselves. The edges of the planning area present a wide range of conditions to which future development will need to respond. As illustrated in Figure 6, these include:

- The single-family cottages along Wilson and Sunol Streets that provide an eastern edge to the St. Leo's neighborhood;
- The small shops and businesses that comprise The Alameda Neighborhood Business District;
- The 110-foot high Community Arena between Stockton and Autumn Streets along

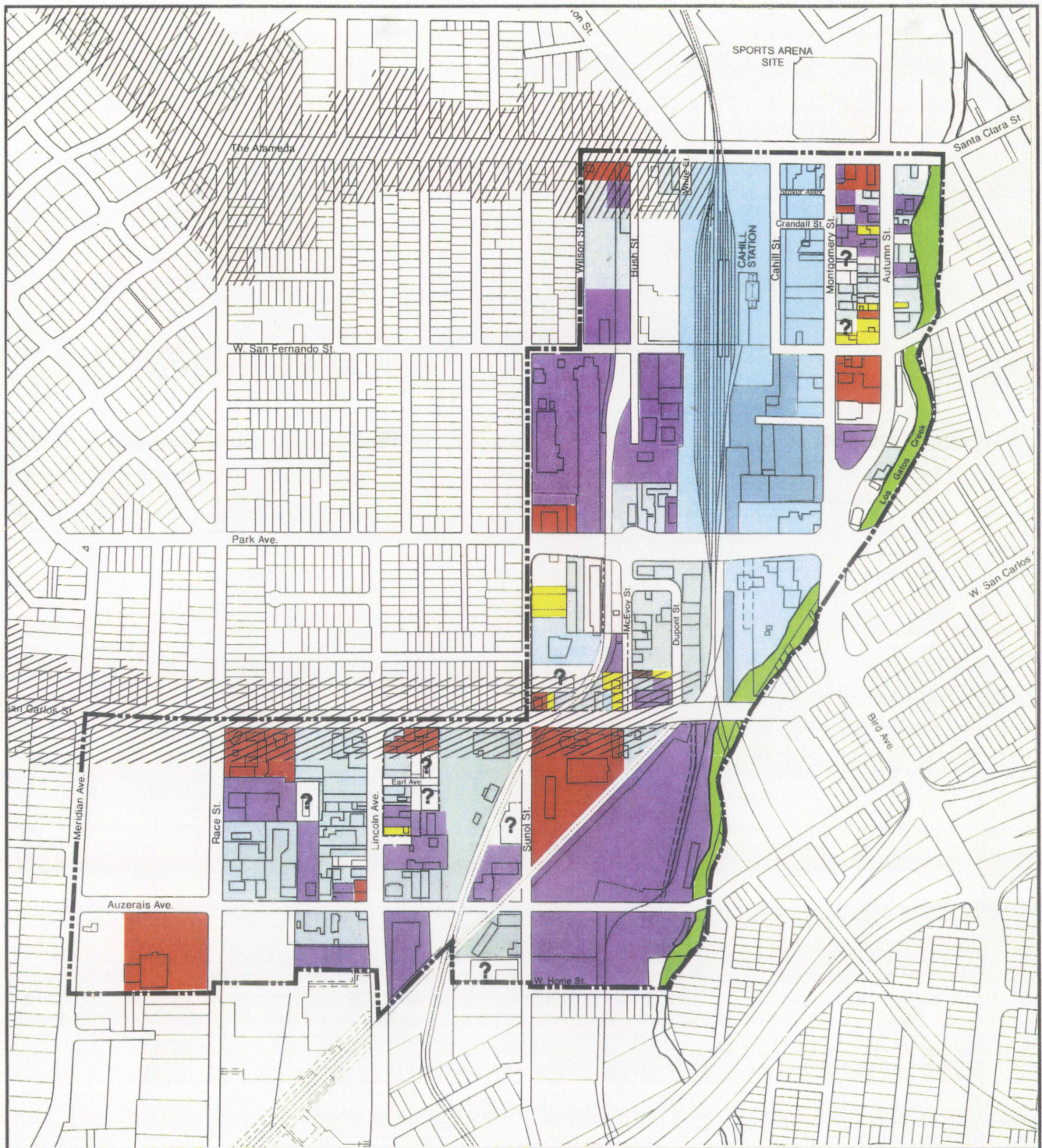
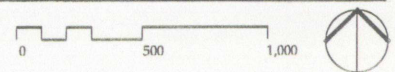













Figure 4
EXISTING LAND USE



 Residential	 Utilities
 Retail/Restaurant/Entertainment	 Public/Quasi Public
 Service/Auto-Related	 Vacant
 Office	 Unidentified Occupants
 Manufacturing/Wholesale/Distribution/Storage	 Public Park/Open Space

 Neighborhood Business District

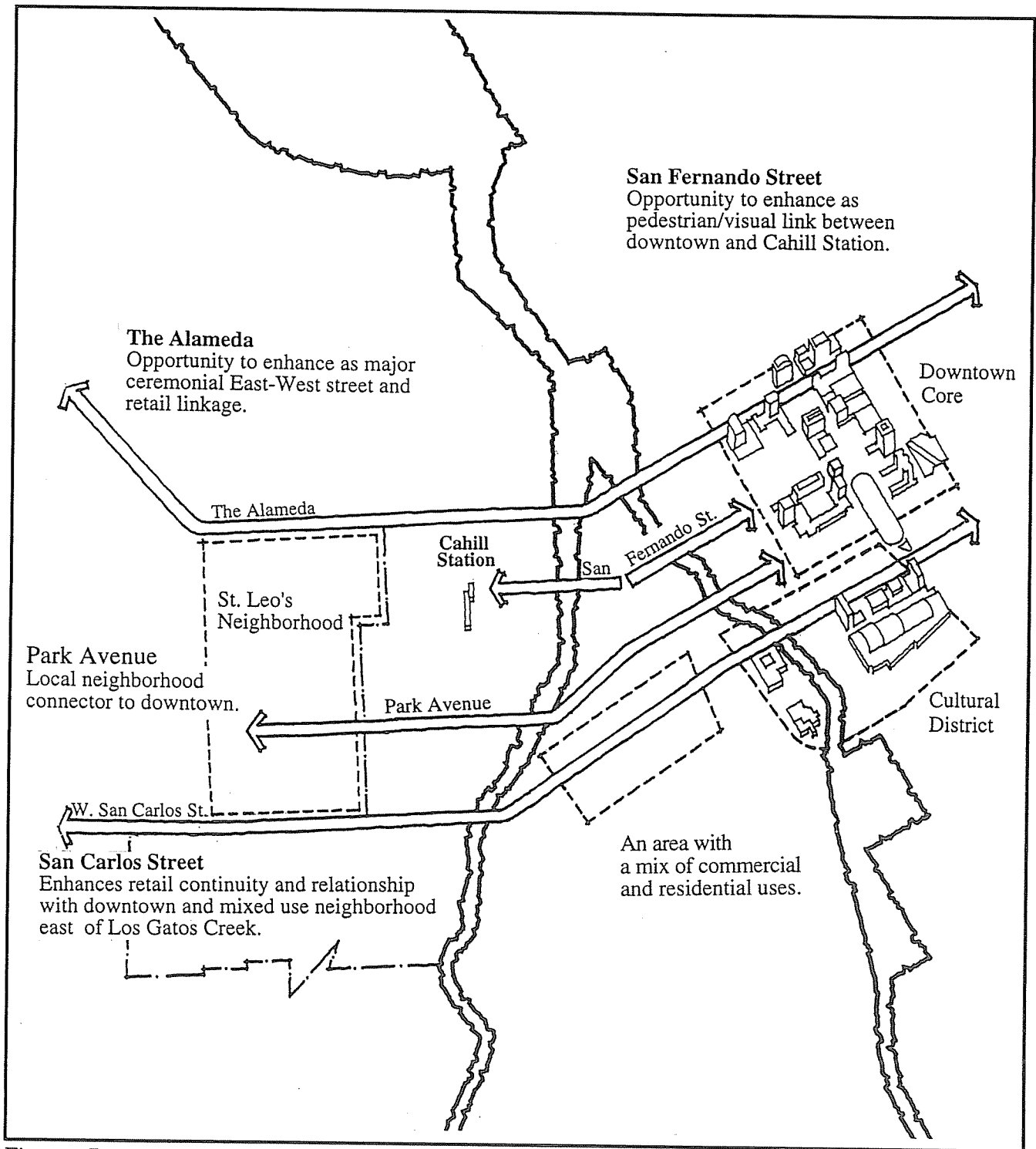


Figure 5
URBAN DESIGN: LINKAGES

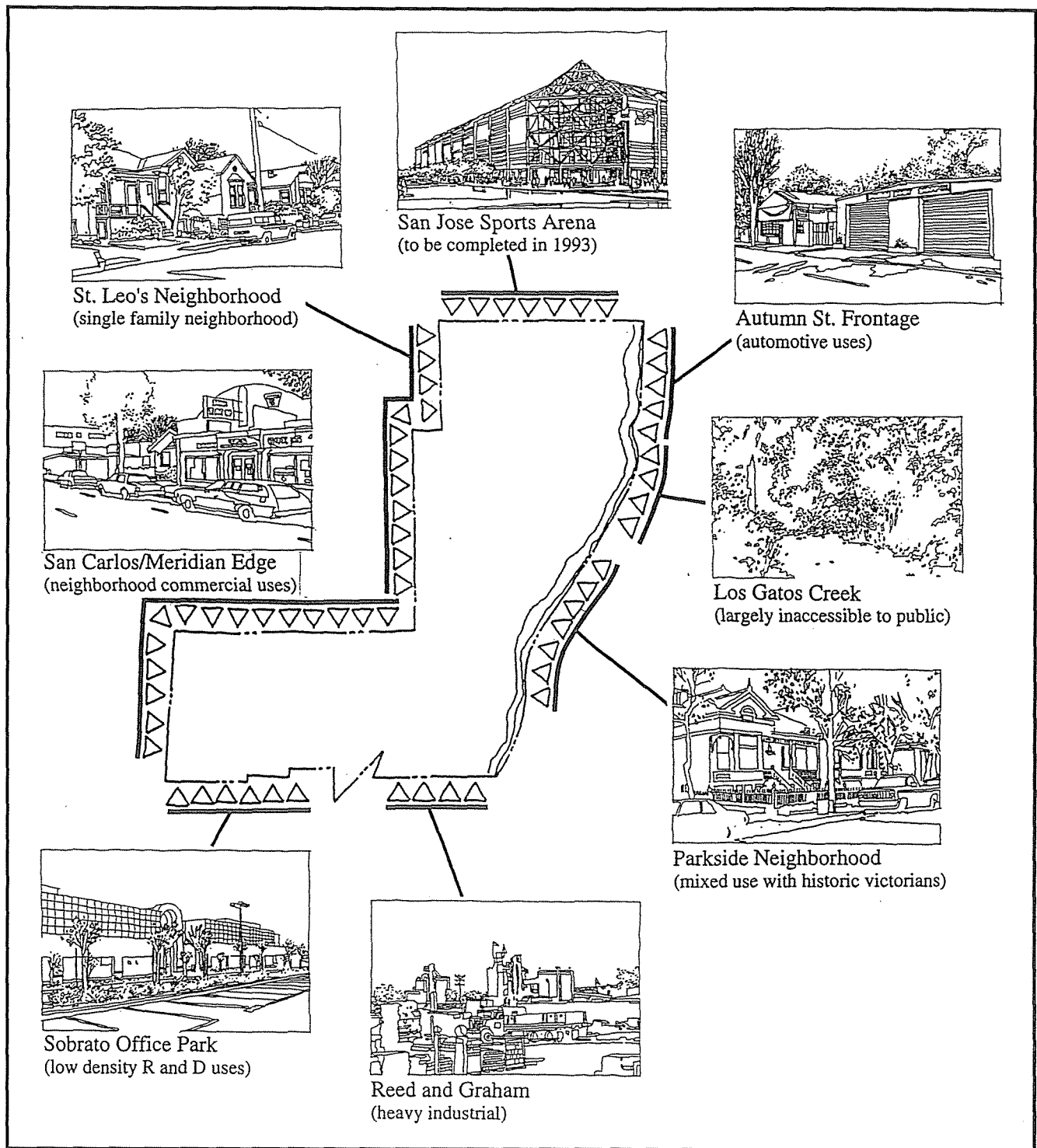


Figure 6
URBAN DESIGN: EDGES

Santa Clara Street which, when completed in 1993, will become a major regional destination and attraction;

- The lush, riparian corridor created by Los Gatos Creek, and the automotive and light industrial uses along its western banks;
- The Parkside neighborhood of single-family Victorian houses and cottages immediately across Los Gatos Creek;
- The concentration of heavy industrial uses, such as Reed and Graham and Borchard Brothers, located between I-280 and the southern edge of Midtown;
- The Sobrato Office Park between Lincoln and Meridian Avenues south of Auzerais Avenue;
- The small neighborhood-serving commercial uses along Meridian Avenue which front the historic Burbank neighborhood to the west; and
- The shops and businesses located within the West San Carlos Neighborhood Business District.

Midtown contains several distinct historic and visual features that contribute to its unique identity within San Jose (Figure 7). Los Gatos Creek provides a continuous riparian corridor that provides a strong visual counterpoint to the urban and industrial uses of the area; the small bridges that cross the creek at Park Avenue and San Fernando Street create recognizable gateways to Midtown; Cahill Station makes a dignified civic statement and provides a major portal for travelers and commuters arriving in, and embarking from, San Jose; and the historic role of Midtown as a canning and fruit transshipment area is recalled by the numerous warehouse and industrial buildings, including the Del Monte facility south of West San Carlos Street, with its distinctive water tower that can be seen from miles around.

Midtown also includes some significant constraints to development. As illustrated

in Figure 8, the area is bisected in the north-south direction by an active railroad, which requires all roads and pedestrian ways to be grade separated: either depressed below grade (e.g., Santa Clara Street and Park Avenue) or on overpasses (West San Carlos Street) above the right-of-way. This has resulted in the creation of major physical and visual barriers between the east and west portions of the future community. In addition, high voltage overhead transmission lines snake their way through the eastern portion of the planning area, creating a strong visual constraint. The industrial use of much of the area for over 100 years has also led to localized problems of soil contamination which will need to be remediated prior to development.

Transportation Context

Midtown enjoys excellent access to major regional and local transportation facilities. The planning area is located within a triangle formed by three major freeways, I-280, I-880 and SR-87, providing the area with direct access to the regional highway system.

The Santa Clara County Transportation 2010 Plan estimates a 40 percent increase in peak-hour travel over the coming 15 years. Construction of roadways will not be able to accommodate this increase, nor would it be desirable to increase the roadway network to this magnitude. Increased transit ridership and ridesharing will be the means to maintain existing levels of mobility in the future. Significant opportunities exist which will allow the Cahill Station to be developed into a regional multi-modal facility.

The present and future role of the station as one of the region's principal transportation hubs underscores the significant infill opportunity presented by the Midtown Specific Plan (Figure 9). The Cahill Station serves as a major South Bay terminal for CalTrain commuter rail service that operates between downtown San Francisco and Gilroy. Currently, CalTrain operates 60 trains through the station each weekday, and plans to

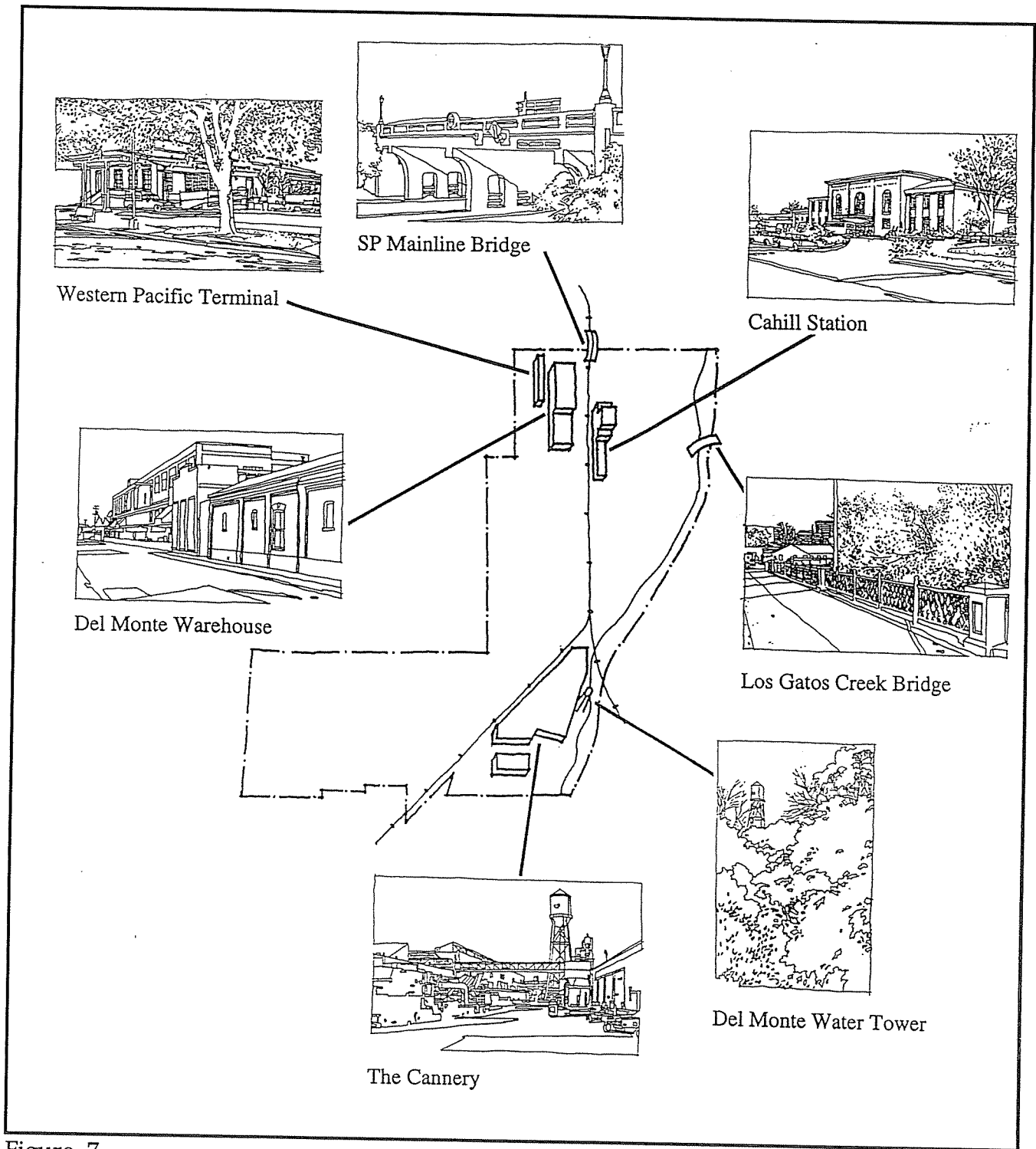


Figure 7
URBAN DESIGN: VISUAL/HISTORIC FEATURES

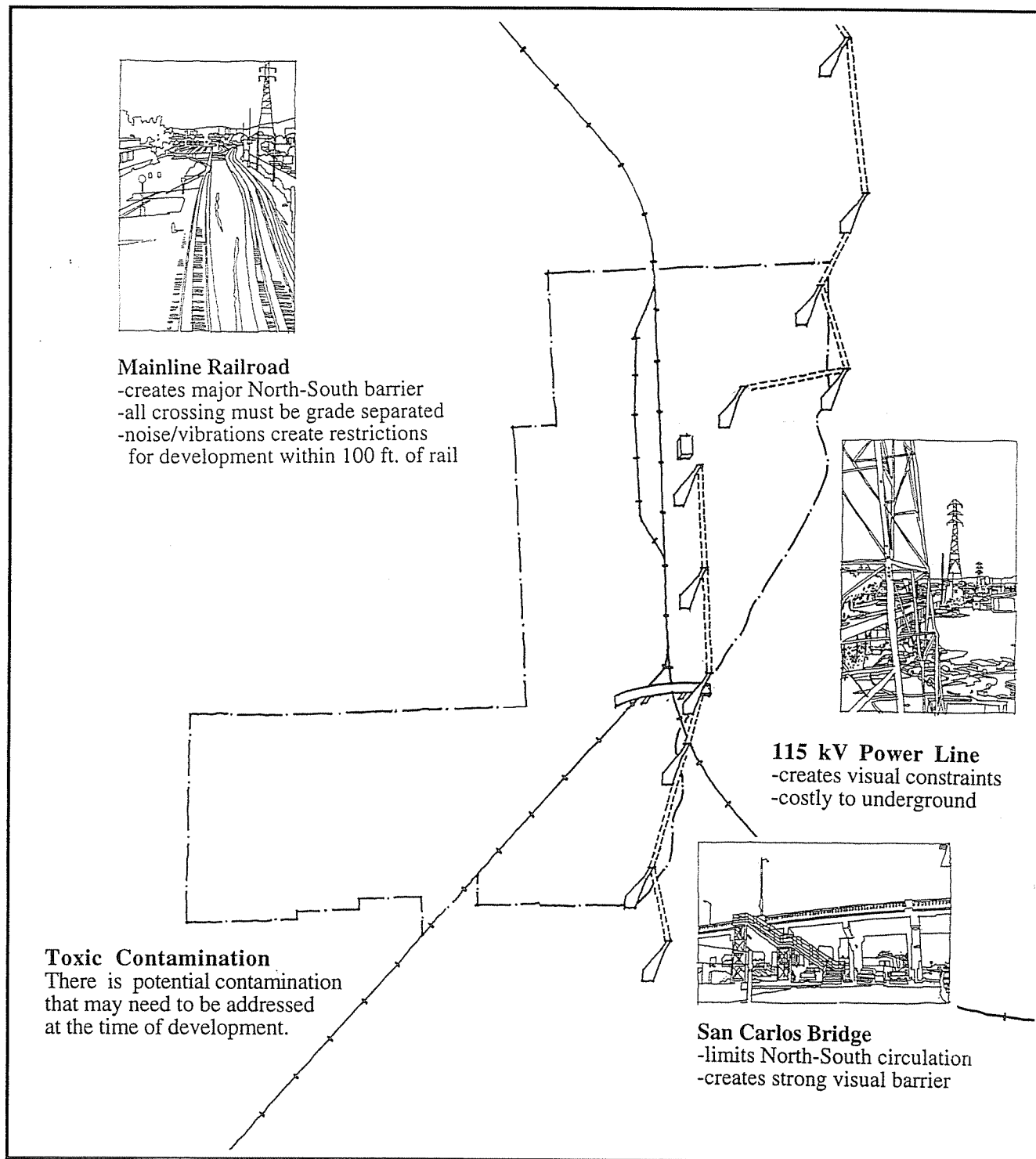
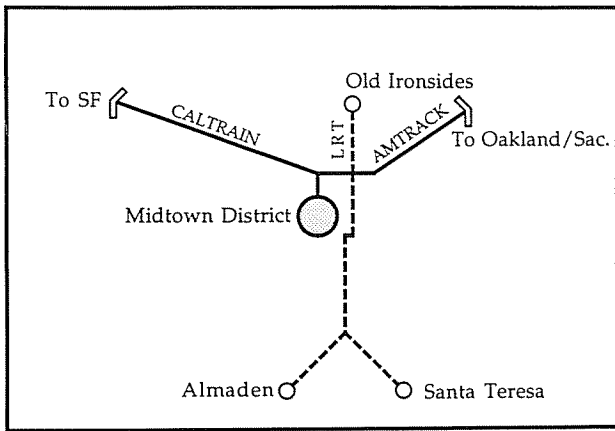
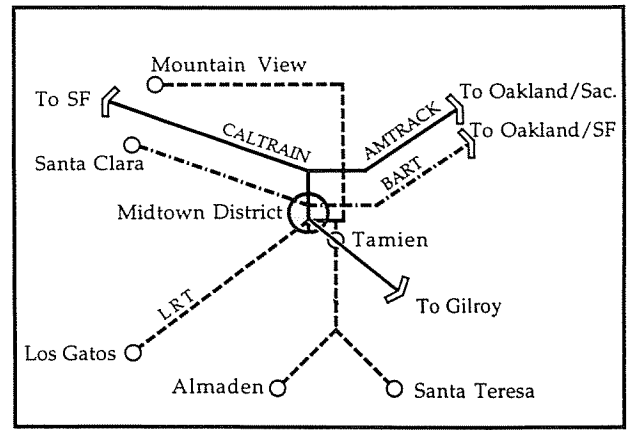


Figure 8
MAJOR ON-SITE DEVELOPMENT CONSTRAINTS



Existing Transit/Rail



Future Transit/Rail

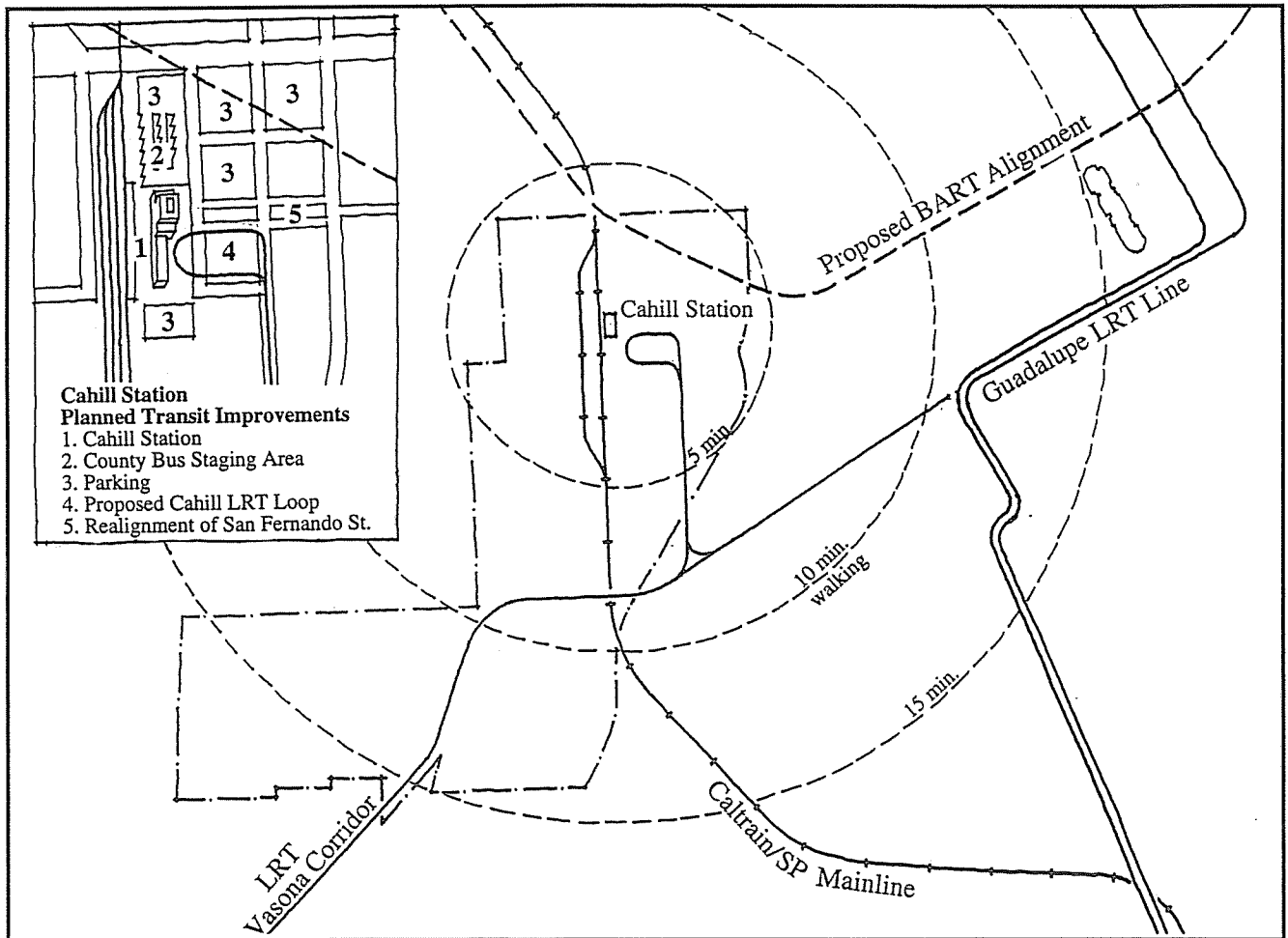


Figure 9
TRANSIT/RAIL CONTEXT

expand this service to 72 trains over the next few years. The station is also San Jose's Amtrak terminal for the Coast Starlight service, which operates two trains each day between Los Angeles and Seattle. In addition, Amtrak has recently introduced the highly successful Capitol Corridor service, providing three round trips per day between Cahill Station and Sacramento/Auburn via Oakland and Martinez. In total, approximately 3,600 intercity and commuter rail passengers use Cahill Station each day.

The Cahill Station also serves as an important transfer point for regional and county bus service. Currently, four Santa Clara County Transit District routes serve the station, and 11 others traverse the planning area via The Alameda, West San Carlos Street, Park Avenue, and Montgomery/Autumn Streets. In anticipation of increased commuter rail and light rail transit service, the Joint Powers Authority is currently embarking upon station improvements, including upgrades to the terminal building, the construction of eight bus platforms, landscaped pedestrian areas, and 650 parking spaces to be shared with the Community Arena.

In addition to these immediate improvements, which will be completed by 1993, several other transportation projects are planned that will promote a more integrated regional transit system and reinforce the role of Cahill Station as an intermodal transportation facility. As part of the Vasona LRT corridor expansion to Los Gatos, for instance, the County Transit District has proposed the development of the Cahill Loop light rail extension between the Vasona Corridor and Cahill Station. This improvement will provide direct service to Cahill Station and the Community Arena from the downtown and the Guadalupe LRT corridor. As such, it will link Midtown with the region's comprehensive transit system. The significance of Midtown and Cahill Station may be further strengthened in the future by the potential extension of BART service to San Jose, through the Cahill Station area. Finally, a San Carlos/Stevens Creek Boulevard LRT line is in the early stages of planning.

In addition to the considerable level of public investment planned for transit and rail, major roadway projects surrounding Midtown will contribute to the area. These include the completion of the Guadalupe Parkway (SR-87) between US 101 and SR-85, which will improve north-south access and reduce through traffic within the adjacent neighborhoods. Similarly, plans for a new Riverfront Road along the Guadalupe River, between Midtown on the south and Coleman Avenue on the north, could also contribute to the improvement of north-south vehicular movement.

Although roadway segments and intersections generally operate within acceptable levels of service, congestion does occur during the evening commute along key north-south corridors, including Bird Avenue at I-280 and Meridian Avenue at West San Carlos Street. Once the Community Arena opens in 1993, problems of localized congestion and overflow parking may also occur during major events. These problems will be closely monitored and mitigated by the City and the Arena through a comprehensive traffic and parking management plan.

Open Space and Community Facilities

As an industrial and service area of San Jose, Midtown contains limited open space and community facilities. Public facilities include the five-acre San Jose Fire Training Facility at Los Gatos Creek and Park Avenue, a small alternative County school on Sunol Street between Park Avenue and West San Carlos Street, and Cahill Station at Cahill Street and West Santa Clara Street. While the County Office of Education owns the 12.5-acre former Sears site at Meridian Avenue and West San Carlos Street, they have indicated an interest in disposing of the property for private development.

There is virtually no public open space within the project area. Along Dupont Street, the Scissor Lift Company has provided a small pocket park

for the use of its employees. The Los Gatos Creek Trail Master Plan of 1985 calls for the enhancement of the creek corridor as part of a regional open space and trail system connecting the bay with the hills. While portions of this regional trail system have been implemented along the three and one-half mile corridor within the city of San Jose, the creek banks within Midtown are largely inaccessible due to private property ownership along their length (Figure 10). (Note: the Santa Clara Valley Water District owns portions of the creek bed north of Park Avenue.)

The City's Fire Training Facility, which is located along the creek between Park Avenue and West San Carlos Street, is "open," but is largely paved and is also inaccessible to the public. As changes in land use occur along Los Gatos Creek, opportunities for the implementation of the creek trail system could occur in the form of development setbacks and easements, as well as potential acquisition.

The introduction of new land uses within Midtown also provides opportunities for public facilities and open space which will contribute to the identity and livability of the area. In addition to serving new residents, parks within Midtown could help compensate for the park deficiencies in the adjacent St. Leo's, Burbank and Garden Alameda neighborhoods, and provide for strong integration between the new and existing communities.

Market Overview

At the outset of the planning process for the Midtown Specific Plan, a market analysis was undertaken to provide a basis for subsequent land use and development recommendations for the area. The report, which is available at the San Jose Department of City Planning, focused on residential and retail markets to determine the potential for these uses to be introduced in Midtown. Key findings and recommendations are summarized as follows:

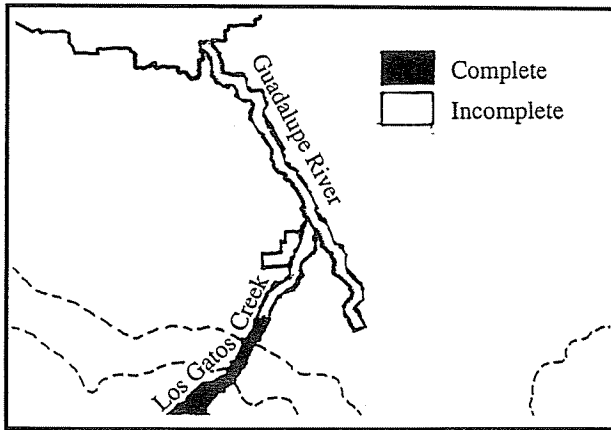
Residential

The market analysis concludes that there is significant demand for medium and high-density housing within Midtown, because of its proximity to regional transit facilities and the downtown core. The study concludes that there is long-term market support for over 3,000 units of medium to high-density housing in Midtown. Up to 1,000 units are projected to be supportable over the next 10 years, particularly in areas west of Cahill Station adjacent to the St. Leo's neighborhood. This area enjoys large land assemblies, it can benefit from the established qualities of the existing neighborhood, and it is within walking distance of existing and future transit service. While rental housing is considered the most marketable product in the near term, the market analysis recommends that Midtown incorporate a variety of housing types in a range of tenure arrangements to serve a wide spectrum of the population. Live/work housing, senior housing, and multi-family townhouses, apartments and condominiums, at densities ranging from 15 to 50 dwelling units per acre, are recommended.

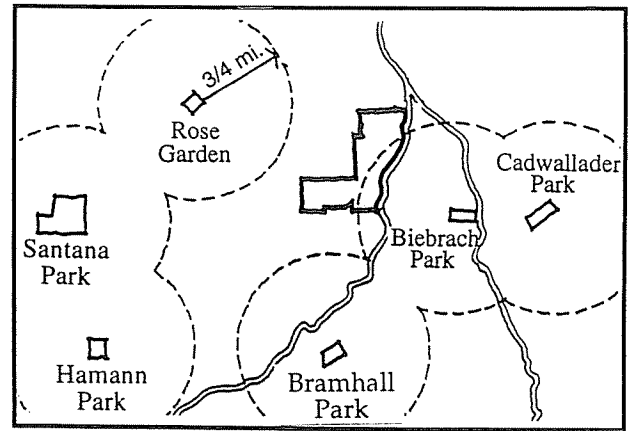
Retail

The results of the retail market overview point to several retail options that could be pursued at various locations within Midtown. The study concludes that a neighborhood shopping center up to 100,000 square feet, with a supermarket and drug store, would be supportable on the former Sears site. This conclusion was confirmed by discussions with nearby residents, who feel that the area is underserved by such uses.

While the analysis concludes that a warehouse membership club or large discount retail use would also be viable on the former Sears site, area residents and the Task Force vigorously opposed this use for a number of reasons, including: potential traffic impacts on adjacent neighborhoods; the scale and character of the large buildings; and the inappropriate use of this strategic site for extensive surface parking. In addition to the former Sears site, the market



Bay to Ridge Creek Trail System



Existing Neighborhood-Serving Parks

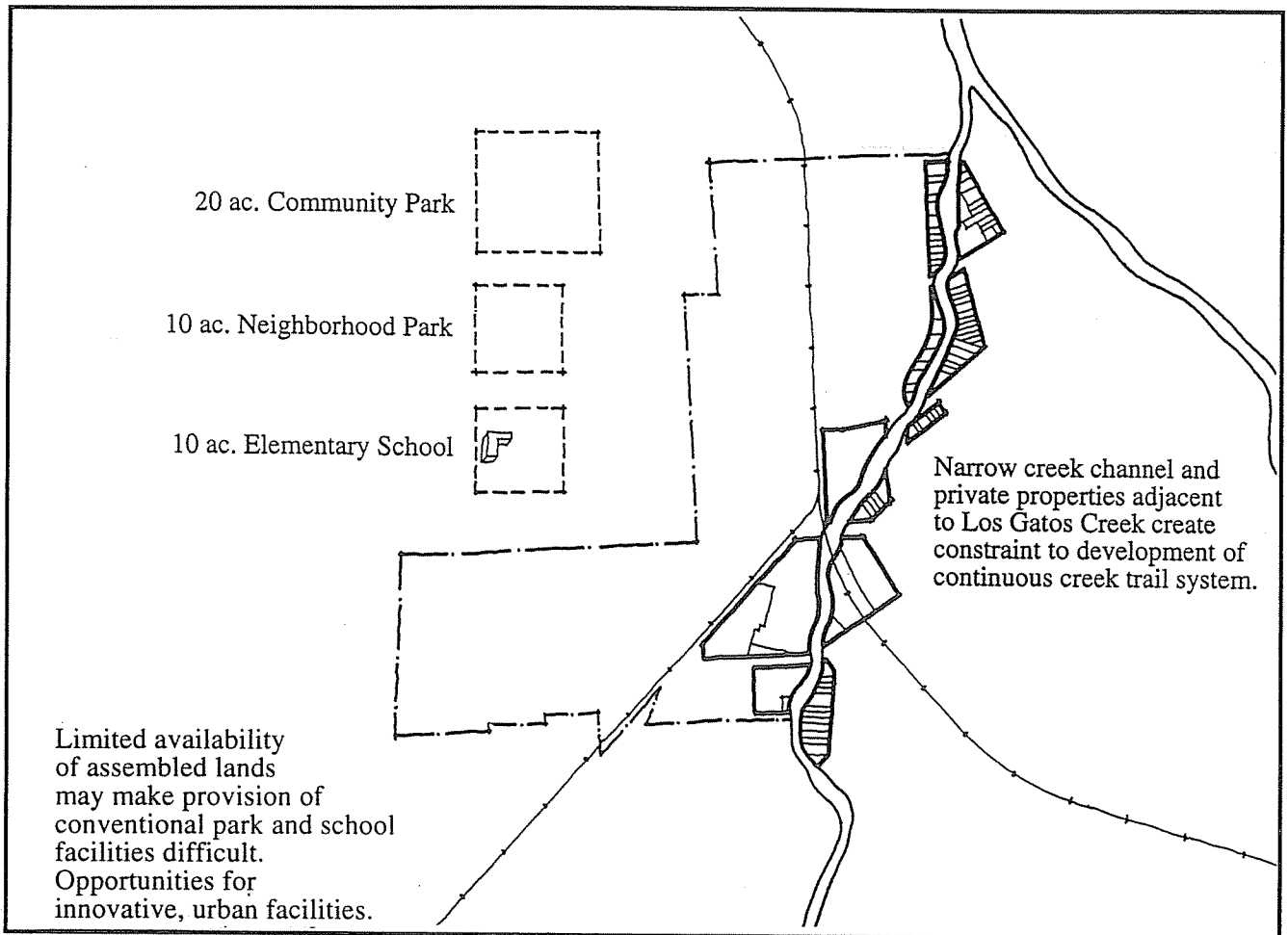


Figure 10
OPEN SPACE CONTEXT

analysis suggests that residential development planned for Midtown could generate demand for up to an additional 85,000 square feet of community-serving retail uses as well as approximately 8,000 square feet of retail development serving Arena and transit patrons adjacent to Cahill Station. The Task Force emphasized the desirability of encouraging such development within the existing Neighborhood Business Districts.

Office

It is anticipated that limited short and medium-term market support will exist for office development. However, significant long-term opportunities for office development are anticipated, particularly adjacent to Cahill Station and the future West San Carlos LRT station. Such office development should be lower in intensity than that of the downtown and provide larger floorplates for major users (e.g., government agencies, computer processing centers, etc.).

Industrial

In 1991, the City of San Jose completed an analysis of Industrial Service and Supply (IS/S) businesses. Key conclusions of this study found that IS/S uses were a critical component in the San Jose and Silicon Valley economy, providing support to a broad range of manufacturing and other businesses, supplying numerous jobs, and contributing to a strong tax base. The study identifies areas within San Jose for continued IS/S use. Primary target areas include the Old Oakland Highway, the Monterey corridor, portions of the North San Jose Redevelopment Area, and the Coleman/Stockton corridor north of Taylor Street. The study characterizes Midtown (Lincoln-Auzerais) and other innercity industrial pockets (i.e., Jackson-Taylor, Julian-Stockton) as areas “that no longer appear to play as critical a role.” The Midtown Specific Plan provides an opportunity to maintain and reinforce these industrial activities within the area.

The Planning Subareas

It is clear that Midtown is a diverse area containing a multiplicity of conditions and characteristics. Based on these conditions, and the opportunities and constraints described above, the “J” shaped area has been divided into five planning subareas (Figure 11), each having its own distinct potential. These include:

- The Cahill West subarea (53.7 acres) is bounded by The Alameda on the north, the main line rail tracks on the east, West San Carlos on the south, and Wilson and Sunol Streets on the west. This area includes several major landholdings that provide the potential for residential reuse and an enclave of industrial and service commercial uses south of Park Avenue.
- The Cahill East subarea (60.0 acres) is bounded by West Santa Clara Street on the north, Los Gatos Creek on the east, West San Carlos on the south, and the main line rail tracks on the west. This area includes Cahill Station at its heart and properties between Cahill and Autumn Streets that have been assembled for surface parking in support of the Arena and Cahill Station. It also includes numerous viable commercial and service-oriented uses, including Navlet’s Flowers, the KNTV studios, Pacific Bell, and a research and development laboratory/office building along Los Gatos Creek.
- The Vasona Mixed-Use subarea (15.6 acres) is comprised of the County and Cheim properties immediately adjacent to the future West San Carlos station along the Vasona LRT line, and additional properties west of Sunol Street to the rail tracks. Because of the underutilized nature of these larger properties, the area provides an important opportunity for transit-oriented mixed-use development.

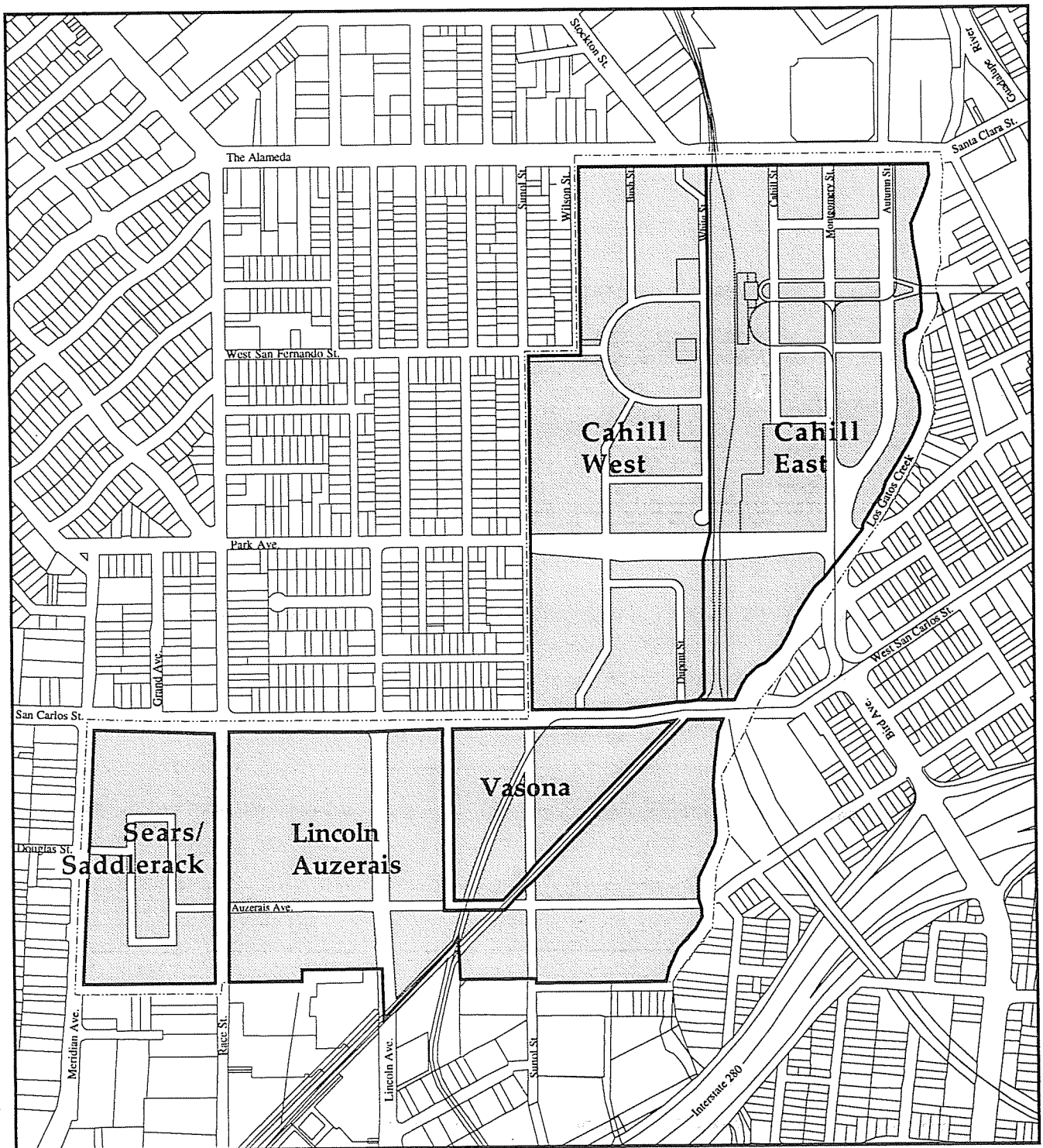
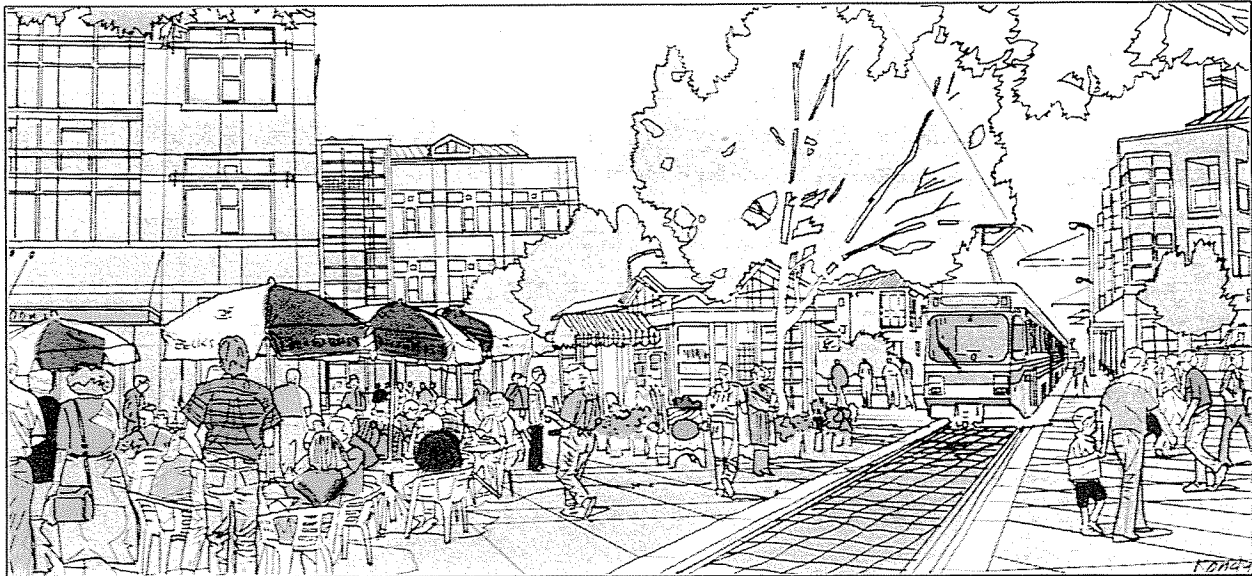


Figure 11
THE PLANNING SUB AREAS



- The Lincoln-Auzerais subarea (59.6 acres) is south of West San Carlos Street and east of Race Street. The area is characterized by numerous viable industrial and service commercial uses (home improvements, printers, wholesalers, construction supply, automotive services, etc.), including the Del Monte canning facility east of the Southern Pacific rail tracks along Los Gatos Creek.
- The Sears/Saddlerack subarea (22.1 acres) is comprised of the former Sears site, now vacant and owned by the County Office of Education, and the Saddlerack site owned by Rack Properties. Apart from the Saddlerack nightclub, the area is largely underutilized and has a strong potential for reuse.

The Vision For Midtown

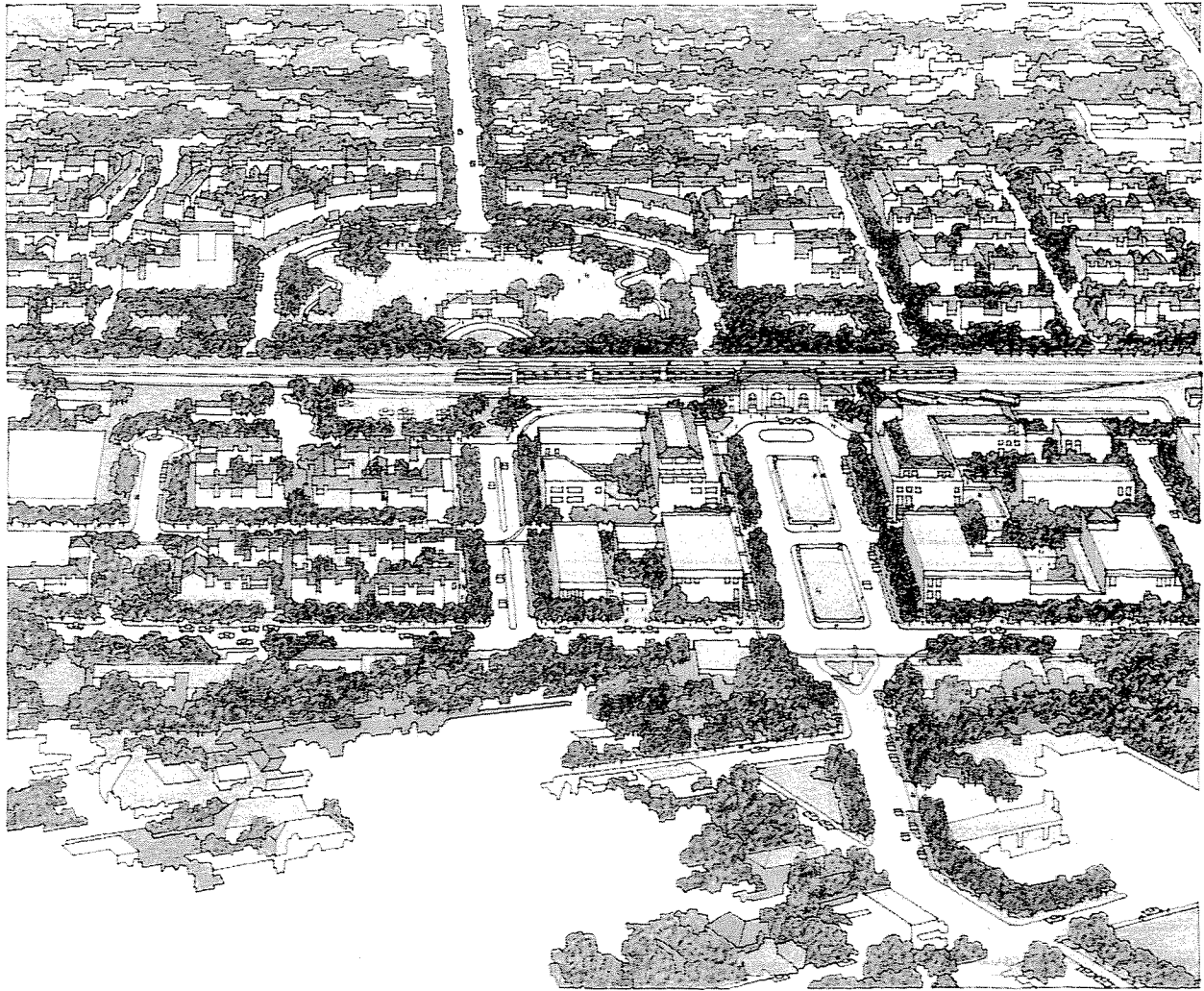


A vital pedestrian plaza is envisioned around the West San Carlos LRT station.

On the basis of the Task Force objectives and the concerns and interests of a wide spectrum of the community, a vision has emerged for Midtown. This vision does not rely upon a clean slate, nor is the area viewed as a discrete or separate part of San Jose, but rather as a place of diverse characteristics and opportunities closely linked with the surrounding fabric of the community. It is a place where industrial and commercial-service businesses can continue to flourish; where newly emerging residential neighborhoods can provide San Jose citizens with a greater diversity of housing choices; where a concentration of transit can promote a more pedestrian-intensive environment, reducing the need for the automobile; and where parks and open space can contribute to the livability of both new and existing neighborhoods. While it will be very much a part of the city, Midtown is also envisioned as a strong community itself, a community linked by an intricate system of pedestrian ways, streets and parks, and a

neighborhood served by the shops and businesses along The Alameda and West San Carlos Street.

The Midtown Specific Plan provides a planning framework within which such a vision can take place. It recognizes the strategic regional importance of Midtown and the unique opportunities that the area offers to resist the patterns of growth that are occurring at the fringes of the city. It recognizes the considerable public investment that is being made in transit and rail facilities within the area, and the potential of major “infill” properties to be reused in a way that will promote the success and viability of transit. It also recognizes the presence of many small property owners and businesses which have established their livelihoods and wish to remain in Midtown. The plan strives to balance multiple and sometimes conflicting objectives in a way that provides a coherent blueprint for the future. More specifically, the plan responds to the following six planning principles:



A bird's-eye view of Midtown illustrating Cahill Station at the heart of a new mixed-use community

Create a Pattern of Development That Reinforces Transit



San Jose, like most major metropolitan centers of California, is experiencing increasing problems of air quality deterioration, traffic congestion, and loss of outlying lands devoted to agriculture and open space. These environmental problems are directly linked with the decentralized patterns of development that increase reliance on the automobile and make cost-effective transit service more and more difficult to achieve. A central premise of the Midtown Specific Plan is that a higher density mixed-use community adjacent to transit will provide alternative housing opportunities and give employees and residents more reasons to use transit, and more reasons to walk from one activity to another.

Planning for Midtown provides a timely opportunity to establish such a pattern of development. Cahill Station, at the heart of the area, is within a 15-minute walk from downtown and is bordered by industrial parcels that are vacant, underutilized, or have a strong potential for change. It is critical that the type, density and configuration of new land uses reinforce the significant investment that is being made in existing facilities at Cahill Station, and which will continue to be made in Midtown over the next 10 to 20 years.

The reduction of vehicle trips and the improvement of air quality conditions are greatly dependent upon the land use/transportation relationships that are established within our cities. A recent study of 13 Bay Area high-density residential projects within one-quarter mile of transit has shown that the “capture rate” for ridership is significantly greater than similar developments in more remote locations. Similar studies have shown that locating medium to high-density employment-generating uses adjacent to transit can also have a significant effect on the reduction of auto trips.

To this end, the Midtown Specific Plan calls for a pattern of medium to high-density housing and commercial uses surrounding the two major transit nodes of the community: Cahill Station and the future West San Carlos station along the Vasona LRT corridor. Within easy walking distance of Cahill Station, for instance, the plan envisions up to 1,900 new residential units and one million square feet of office and retail development in a mixed-use configuration that will reinforce this area as a pedestrian-oriented transit center. Surrounding the future West San Carlos Station, the plan proposes up to 370 new housing units and 100,000 square feet of commercial uses.

To a great extent, the success and marketability of Midtown’s residential and commercial uses will depend upon the attractiveness of transit. Recognizing this, the plan also strives to enhance the visibility of transit and its relationship to surrounding activities. For example, the plan supports recommendations first raised in the Downtown Strategy Plan to extend and realign West San Fernando Street to terminate at Cahill Station, improving access between Midtown and downtown and enhancing the visual identity and role of the historic station within the city. Similarly, at the future West San Carlos LRT station, the plan envisions a major pedestrian plaza closely integrated with adjacent residential and commercial development.

Provide a Diversity of Housing Opportunities That Establishes Viable and Livable Neighborhoods



As economic and sociological forces continue to change our society, people are demanding more and more housing alternatives to support their needs. The entry-level employee who works in the downtown core wants to find an affordable living arrangement near transit. The single senior citizen needs an apartment with meal and health care facilities available on the premises, but within easy walking distance of neighborhood shops and services. The single mother requires a home in a neighborhood where she can find affordable child care and where she can easily get to and from her job. The aspiring sculptor wishes to find a studio space where he can both live and work. Even the young family faced with a 45-minute commute to the work place might like to find an alternative that has the advantages of both urban and suburban living.

The Midtown Specific Plan encourages the accommodation of all of these needs through the development of diverse housing products and the creation of livable and cohesive neighborhoods. A range of housing choices, including townhouses, apartments, condominiums, single room occupancy units, senior citizen and congregate care facilities, and live/work studios, is planned in Midtown. Rather than promoting a concentration of one housing type, one income level or one resident profile, the plan encourages

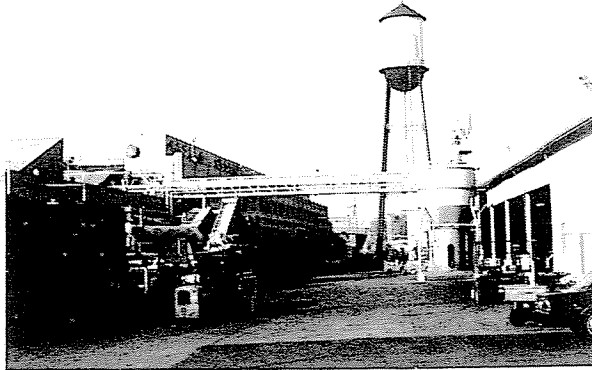
a diverse mixture of housing types which will result in a rich and heterogeneous community.

The plan establishes several new neighborhoods within Midtown. In the Cahill West subarea, for instance, the plan envisions a new neighborhood of up to 1,600 units, which will extend the intimate character of single-family houses eastward from the St. Leo's community, transitioning upward in density to townhouses, walk-up flats, apartments, condominiums and live/work studios. At the heart of this neighborhood, a six-acre park is proposed with a community center and urban school, which will provide a strong recreational focus and activity center. Commercial shops and businesses along The Alameda, Park Avenue and West San Carlos Street will provide residents with convenient services within easy walking distance.

In the vicinity of Cahill Station and the future West San Carlos LRT station, the plan encourages a mixture of higher density ownership and rental housing types, which could include senior citizen and apartment housing as well as single room occupancy developments and live/work studios. Up to 600 units are anticipated in these areas.

The former Sears site and the Saddlerack property provide an additional significant opportunity for infill residential development, which could reinforce Midtown as a place to live and enhance the viability and attractiveness of adjacent neighborhoods. The plan calls for the creation of a mixed-use medium-density community of up to 700 units in this area oriented around a 2.5-acre public park. Like Cahill West, this neighborhood would include a wide range of unit types, including ground-level townhouses along the edge of the new park, and upper-level apartments, condominiums and flats. In response to the need for community-serving retail uses within the area, the plan also encourages shops and restaurants along the West San Carlos Street frontage.

*Preserve Viable Industrial
and Commercial-Service
Uses Within Midtown*



San Jose and Silicon Valley's preeminence as a global center of high technology innovation is a result of the region's strong and independent industrial service and supply sector. The Midtown Specific Plan recognizes the historic and ongoing role that Midtown plays in providing industrial supplies and services to the surrounding areas. The central location of Midtown within the regional transportation system and its proximity to the major employment centers of downtown and North San Jose establish it as a strategic area in this regard. As discussed above, the plan also recognizes the significant changes that are occurring within Midtown, the decline of the canning industry, and the resulting opportunities for high-density mixed-use development adjacent to transit. The plan strives to achieve a balance between industrial preservation and the realization of residential and commercial reuse opportunities. The plan achieves this balance in a number of ways.

Twenty-nine percent of the overall planning area is planned for Combined Commercial-Industrial uses, with land use and intensity provisions aimed at maintaining and expanding service commercial and industrial uses. This commercial-industrial designation is concentrated in portions of the planning area where the majority of the industrial

and service jobs currently exist: south of Park Avenue, east of the Southern Pacific rail tracks; and south of West San Carlos Street, east of Race Street. In this way, the industrial uses in Midtown complement and extend the pattern of industrial activities immediately to the south. With the exception of the County and Cheim properties adjacent to the future LRT station, higher intensity office and residential uses within this area are prohibited. By so doing, the plan envisions the amount of industrial and service commercial space within this area increasing almost twofold, from a total of 545,000 square feet to approximately 850,000 square feet. This represents significant economic development opportunities which can be responsive to changing industrial needs.

The plan recognizes that other industrial and commercial-service uses within Midtown (e.g., along Autumn and Montgomery Streets and Park Avenue) may remain within the area for as long as they choose and/or until it is feasible for them to be replaced by more intensive uses. Recognizing that the transition of residential and commercial development within portions of Midtown will take many years, the plan provides specific performance standards (e.g., setbacks, screen walls, driveway access, etc.) to ensure that compatible land use relationships are established and that the operational requirements of existing industrial and service commercial uses are not threatened.

Further, the plan allows low-intensity retail and service uses in certain areas within existing industrial and commercial-service buildings. For instance, although the Montgomery and Autumn Street corridor is ultimately envisioned as a transit-oriented mixed-use district, the plan provides for neighborhood-oriented commercial and service uses to locate within the distinctive warehouses and industrial structures to enliven the area and maintain its viability during its transition to more intensive uses.

Create an Extensive System of Pedestrian Ways and Open Space



The success of Midtown as an attractive mixed-use and transit-oriented community will depend to a great extent upon the system of streets, pedestrian ways and parks that is created within the area. The plan creates attractive and interesting streetscapes for commuters walking from Cahill Station to their place of employment; for new or existing residents accessing parks, transit and community services; and for bicyclists negotiating their way through the area.

As a regional transportation hub, pedestrian linkages between Cahill Station and the surrounding areas take on particular importance. The plan calls for the creation of an active transit and pedestrian esplanade along the realigned West San Fernando Street, which will provide a direct visual and pedestrian link between the downtown and the historic station. The plan extends this pedestrian corridor westward through Cahill Station, and above or below the main line tracks to the planned and existing neighborhoods to the west. Such a connection is considered critical to overcome the barrier of the tracks and to promote efficient resident access to transit. The design of such a crossing will need to ensure maximum security and an interesting pedestrian experience.

The lush riparian corridor of Los Gatos Creek provides Midtown with a unique asset and the potential for a major amenity that will contribute

to the livability of the area and to the completion of the regional system of creek trails which has already been initiated within the city. The plan encourages retail, restaurant and other ground floor commercial uses to open on to the trail to reinforce Los Gatos Creek as an attractive recreational destination. New buildings are required to be set back from the creek bank to provide for pedestrian and bicycle paths. The plan urges public agencies which may acquire land along the creek for transportation or other purposes to dedicate any surplus portions for creek trail and related development.

The Specific Plan includes 13.5 acres of public parks within Midtown. The location of these parks has been carefully considered to promote a strong sense of community, ensure access and visibility from both new and existing residential areas, and to be an integral part of the overall pedestrian experience. Three major parks are proposed: a six-acre park at the heart of the Cahill West neighborhood, possibly with a community center and urban school; a 2.5-acre residential green within the Sears/Saddlerack neighborhood; and a community-oriented park and playing field on the City's five-acre Fire Training Facility along Los Gatos Creek.

In the tradition of adjacent neighborhoods, the street system of Midtown is conceived not only as a means of moving vehicles, but as an attractive and pervasive system of pedestrian movement. The plan extends the surrounding grid of streets into Midtown, and calls for additional streets, alleys and/or auto courts to be designed to contribute to a varied and rich network of pedestrian connections. Rather than inward-looking development that turns its back on the street, residential and commercial uses within Midtown will be oriented to the street, strengthening and energizing the life of the street with ground-level residential unit entries and porches, and commercial uses and retail shops.

Balance Circulation Needs With Considerations of Livability



Due to Midtown's location at the edge of downtown San Jose close to the I-280 and SR-87 freeways, considerable auto traffic flows through the area. This may be further exacerbated by the completion of the San Jose Community Arena immediately to the north of Midtown, which will provide the region with a major new destination.

The Specific Plan for Midtown recognizes the need for efficient vehicular circulation, but strives to achieve this without sacrificing the livability or safety of existing and future neighborhoods within and adjacent to the area.

Rather than creating major new arterials or collector roads that could create additional barriers, the plan proposes the efficient distribution of local traffic within Midtown to the existing street network. New residential streets are designed to avoid through-movement which more properly belongs on arterial and collector roadways (e.g., Autumn-Montgomery couplet, The Alameda, Park Avenue, and West San Carlos Street). Even residential streets that have the potential of encouraging through traffic are purposefully designed to discourage shortcuts and traffic intrusion.

For instance, the plan extends Bush Street to West San Carlos through the Cahill West subarea as a village street of residences; this is achieved in an indirect way around the planned park, in a manner that will provide efficient local distribution without attracting through-movement, and without impacting existing streets with new traffic. Similarly, the plan encourages the abandonment of Auzerais Avenue between Race Street and Meridian Avenue and its realignment to the south of the Saddlerack property to create a cohesive neighborhood on the Sears and Saddlerack parcels. Within the new neighborhood, however, local streets are extended around the neighborhood green to promote public access and traffic distribution.

Complement and Extend Adjacent Residential and Commercial Areas Surrounding Midtown



Midtown is not viewed as a community removed from its surrounding context, but rather as an integral extension of the city fabric. The form and character of proposed development build upon the existing pattern and scale of land uses within and adjacent to the planning area. In designating new land uses for the planning area, care has been taken to ensure that such uses reinforce and enhance the existing character of Midtown and its adjacent areas.

For instance, the introduction of high-density residential uses within Midtown has been undertaken in a manner that will complement and extend the adjacent St. Leo's neighborhood. Along Wilson and Sunol Streets, the plan ensures that new development is compatible in scale with the one and two-story homes along the neighborhood's eastern edge. New housing along the Midtown edge will "mirror" the congenial and gracious relationship that individual units have with the street; front gardens, porches, hedges and gates will lead to two-story townhouses with bay windows, gabled roofs, chimneys, and other architectural elements that recall the Victorian cottages and California bungalows of the Burbank and St. Leo's neighborhoods, and that provide visual diversity and scale to the street. The network of streets and pedestrian ways within Midtown will extend the comfortable pattern of sidewalks and tree-lined roads to the new neighborhood park and community center

within Cahill West, and to the residential green within the Sears/Saddlerack development. Although the residential development planned for Midtown is at densities considerably higher than the adjacent single-family communities, the pattern and scale of the new housing will create a natural transition and extension of the historic neighborhoods.

Similar attention has been given to the relationship of new development with the two Neighborhood Business Districts that traverse Midtown along The Alameda and West San Carlos Street. Rather than creating separate "village centers" within Midtown, the plan strengthens existing commercial corridors which serve as the principal neighborhood-serving retail areas within the community. Along The Alameda and West San Carlos Street, the plan requires new development to introduce ground-level retail and commercial activities to maintain the continuity and viability of the street, and to provide residents of Midtown and adjacent neighborhoods with convenient services and shops. A supermarket and drug store, closely integrated with residential development of the Sears/Saddlerack neighborhood, is envisioned along West San Carlos Street between Meridian Avenue and Race Streets. Industrial and commercial-service uses south of West San Carlos Street and along Lincoln Avenue should reinforce the existing active frontage by orienting commercial, retail or wholesale components to the street.

The plan also recognizes the unique conditions presented by the new San Jose Community Arena and Cahill Station, which will serve as major regional destinations. At full buildout, the area is envisioned as an active mixed-use commercial district, with shops, restaurants and entertainment uses concentrated along Montgomery and Santa Clara Streets and the West San Fernando Street esplanade leading to Cahill Station. The plan envisions this area as the most intensive within Midtown, with buildings up to 120 feet in height; however, the scale and massing of development within this area will be carefully controlled to enhance the historic station building.

Finally, the plan recognizes the unique visual and historic characteristics of Midtown itself, and strives to preserve many of the distinctive qualities that give the area its special identity. The Del Monte water tower, which provides a visual “beacon” for the area, is preserved as a key landmark for Midtown; new industrial and service commercial development is encouraged

to replicate and rehabilitate the utilitarian but elegant warehouse and shop structures that establish the historic role of Midtown; and Cahill Station is preserved and enhanced as a major civic landmark at the heart of the new community. Maintaining this continuity with the past is critical in establishing Midtown as a diverse and vibrant community of the future.

Land Use and Urban Design



Midtown is envisioned as a mixed-use community with an active and vital pedestrian environment.









The Land Use Map

On the basis of the planning principles set forth in the preceding chapter, this Element of the Midtown Specific Plan establishes the distribution, location and extent of land uses within the planning area. Through urban design guidelines, the Element also describes the desired form, scale and character of future development. As discussed in Chapter Two: Opportunities and Constraints, and illustrated in Figure 11, the planning area has been divided into five subareas, each with its own distinct opportunities and constraints. Land use objectives and policies, as well as urban design guidelines, have been

developed for each of these subareas and are presented within this Element of the plan.

The Land Use Map, shown in Figure 12, reflects the overall vision of Midtown as a mixed-use transit-oriented district with viable commercial and industrial businesses, livable neighborhoods, and attractive parks and open spaces. To achieve the key planning principles for Midtown and the land use objectives and policies described for its five subareas, six land use designations and two “overlays” have been formulated for the plan. While these designations reflect the desire for a mixed-use environment rather than homogeneous zones with singular uses, they also recognize that

Table 1
Land Use Matrix

Land Use Designation	Allowable Uses	Intensity
 High-Density Residential (HDR)	<ul style="list-style-type: none"> • Multi-Family Residential • Child Care • Common private recreation and open space for Midtown residents • Support Retail Ground-Level Use 	<i>Residential:</i> 25 du/ac. minimum 65 du/ac. maximum
 With General Commercial Overlay (HDR-GC)	<ul style="list-style-type: none"> • All uses listed above • Retail • Small-Scale Commercial Offices 	<i>Residential:</i> 25 du/ac. minimum 65 du/ac. maximum <i>Commercial:</i> 1.0 FAR maximum
 Transit-Oriented Mixed Use (TMU)	<ul style="list-style-type: none"> • Multi-Family Residential • Office • Retail • Restaurant • Child Care • Public/Quasi-Public • Common private recreation and open space for Midtown residents • Support Retail Ground-Level Use 	<i>Residential:</i> 40 du/ac. minimum 100 du/ac. maximum <i>Office:</i> 0.5 FAR minimum 3.0 FAR maximum
 General Commercial (GC)	<ul style="list-style-type: none"> • Office • Retail/Restaurant • Entertainment • Child Care • Recreation-Related Commercial (east of Autumn Street) • Hotel • Support Retail Ground-Level Use 	<i>Office:</i> 0.5 FAR minimum 3.0 FAR maximum
 Combined Commercial-Industrial (CI)	<ul style="list-style-type: none"> • Office • Retail • Entertainment • Restaurant • Light Manufacturing • Home Improvement • Assembly and Fabrication • Incubator Industrial • Wholesale • Research and Development • Warehousing and Distribution • Food Processing • Public/Quasi-Public • Automotive Services • Support Retail Ground-Level Use 	0.5 FAR maximum
 With Live/Work Overlay (CI-LW)	<ul style="list-style-type: none"> • All of the above • Alternative Housing: <ul style="list-style-type: none"> - Live/Work - Single Room Occupancy 	0.5 FAR maximum
 Public/Quasi-Public (PQP)	<ul style="list-style-type: none"> • Transportation-Related Uses • Utilities • Parking Facilities • Community Center • Child Care • Churches • School 	N/A
 Public Parks/Open Space (PP/OS)	<ul style="list-style-type: none"> • Community Centers • Interpretive Centers • Child Care • Parks and Recreation 	N/A

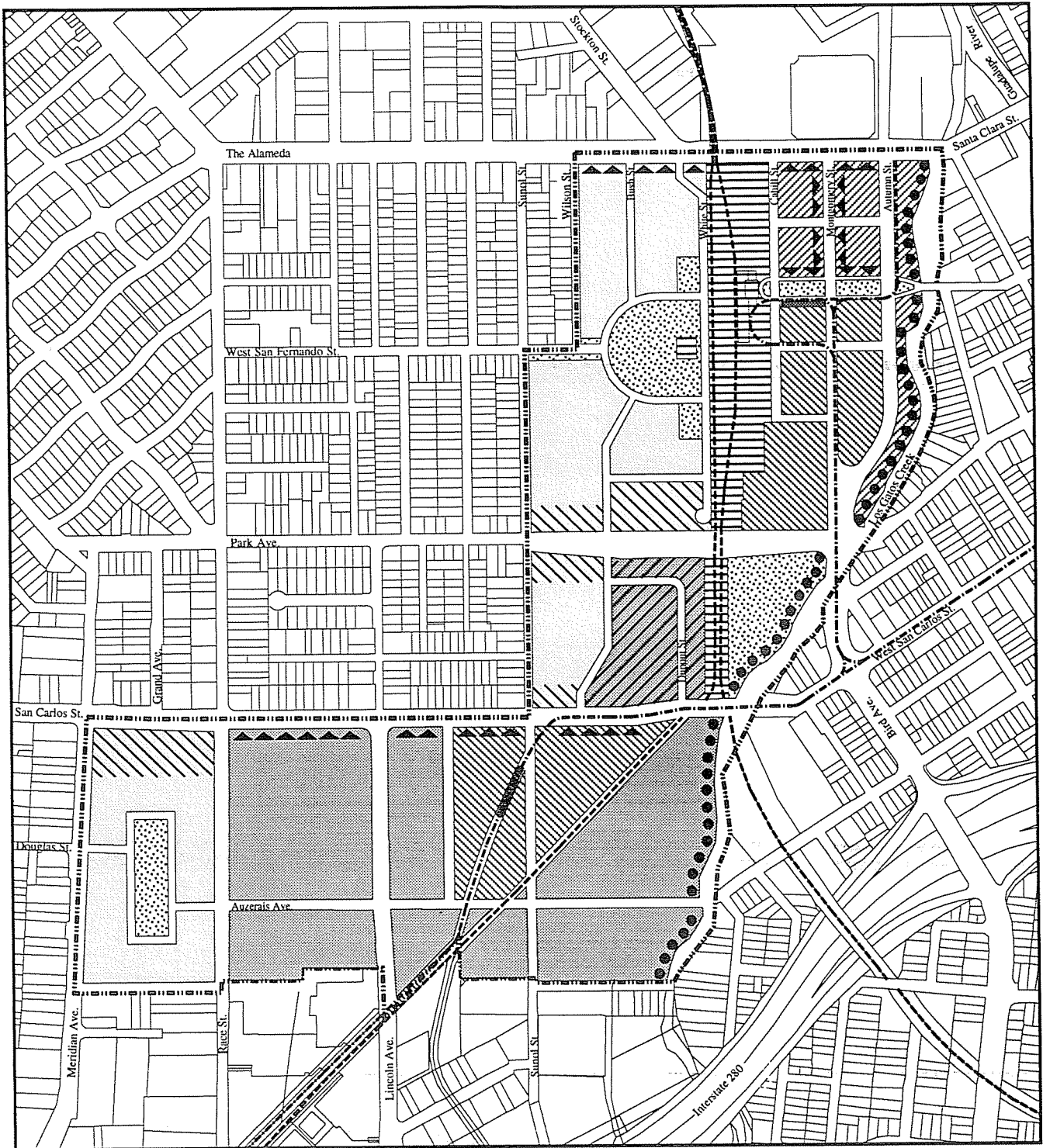
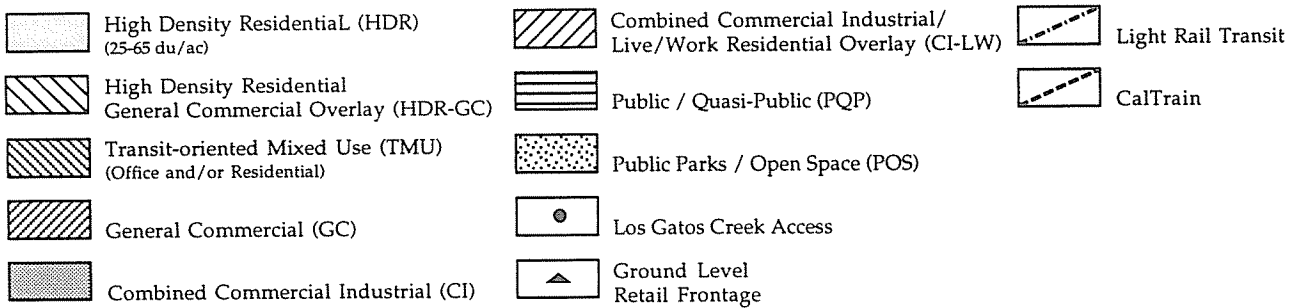


Figure 12
LAND USE MAP



certain portions of the planning area offer more suitable opportunities for particular land uses to predominate. Table 1 provides a summary of the range and intensity of uses within each of the land use designations. The precise treatment of each of these land use designations is described within each of the five subareas of the planning area at the end of this Element. More specifically, the land use designations include:

1. *High-Density Residential (HDR)*. This land use category has been created to take advantage of the major opportunities for residential infill development within the Cahill West and the Sears/Saddlerack subareas, where large landholdings have strong potential for reuse and where new residential development can complement and extend the adjacent single-family Burbank and St. Leo's neighborhoods. While multi-family residential is the predominant permitted use within this designation, ground-level commercial businesses that provide support to the neighborhood are also permitted along The Alameda. Drive-through retail/restaurant uses are prohibited. In order to promote a sufficient resident population in proximity to transit facilities that exist and that will be constructed within Midtown, a minimum overall density of 25 dwelling units per acre is established for this land use designation, with a maximum limit of 65 dwelling units per acre. Properties situated along Wilson and Sunol Streets will have a minimum intensity of 12 dwelling units per acre, since it is the intent of the plan to require a downward transition of building height and scale to the adjacent single-family neighborhood.
2. *High-Density Residential/General Commercial Overlay (HDR-GC)*. Within the High-Density Residential land use designation, the plan recognizes the opportunity for, and suitability of, having freestanding commercial establishments within 250 feet of the Park Avenue and West San Carlos street frontages. As such, a General Commercial overlay designation has been established to increase development flexibility and to permit a mix of "stand-alone" commercial and/or residential uses, where they can extend existing patterns of commercial use and where they can provide support to new and existing residential uses within the area. All of the land uses described in the base HDR designation would also be permitted. The intensity of general commercial uses should not exceed a 1.0 Floor Area Ratio (FAR). Note: FAR is the ratio of building floor area to overall site area; for instance, a building of 100,000 square feet on a 200,000 square foot property (4.6 acres) has an FAR of 0.5.
3. *General Commercial (GC)*. This is a nonspecialized commercial designation intended to permit a variety of commercial uses in areas where residential development is inappropriate, including properties along Los Gatos Creek east of Autumn Street and those properties immediately south of the Community Arena between Cahill and Autumn Streets, north of the proposed realignment of West San Fernando Street. Permitted uses within this area include office, retail, restaurant, entertainment, hotel and other compatible commercial uses. Drive-through retail/restaurant uses are prohibited. Within this land use designation, west of Autumn Street, transportation-related facilities including parking structures and passenger terminals will be allowed, subject to the design guidelines provided for the Cahill East subarea. Development intensity within this area is designed to promote transit ridership and create an appropriate transition in scale to Los Gatos Creek. As such, intensities west of Autumn Street range from a minimum of 0.5 FAR to a maximum of 3.0 FAR; along Los Gatos Creek, the maximum intensity should be 0.5 FAR.
4. *Transit-Oriented Mixed Use (TMU)*. This land use designation has been developed to encourage a concentration of residents and

employees within close proximity to the major transit facilities existing and planned within Midtown. These areas include properties east and south of Cahill Station along the planned Cahill Loop Light Rail Transit (LRT) extension, and surrounding the future Vasona LRT corridor and proposed station at Sunol and West San Carlos Streets. Within these areas, the plan permits commercial and/or residential uses with minimum density provisions aimed at promoting transit patronage. Drive-through retail/restaurant uses are prohibited. The land use designation allows multi-family and alternative housing (e.g., single room occupancy, live/work, etc.) of 40 to 100 dwelling units per acre and commercial development, including office, retail, restaurant and other support uses, with a density of 0.5 to 3.0 FAR. Open space and public/quasi-public uses would also be permitted under this designation.

5. *Combined Industrial-Commercial (CI).*

This land use category is aimed at preserving and intensifying the existing pattern of light industrial and commercial-service uses within Midtown, including properties within the Lincoln-Auzerais subarea, and properties within the Cahill West subarea between Park Avenue, West San Carlos Street, and the existing Southern Pacific and Union Pacific railroad right-of-ways. Within these areas, a wide range of commercial and industrial uses is encouraged: from office, retail and entertainment activities to food processing, home improvement businesses, automotive services and light manufacturing. Drive-through retail/restaurant uses are prohibited. As such, this area is envisioned as a diverse and distinctive employment center that maintains much of its existing industrial character and provides important services, supplies and other products to the downtown and surrounding areas. To discourage displacement of the existing uses with more intensive development, a

maximum intensity of 0.5 FAR is established for this designation.

6. *Combined Industrial-Commercial/Live-Work Overlay (CI-LW).*

Live/work housing is defined as a residential unit that provides the principal place of employment and residence for the occupant. Artist studios, artisan workshops and other places of business that do not involve retail sales can be considered as live/work units. Live/work housing can provide a rich overlay of activity and diversity within industrial areas, and has become over the past 10 years a highly successful alternative to traditional housing. However, if not carefully controlled, it can also lead to the displacement of viable industrial uses. Within the Combined Industrial-Commercial land use designation, the plan allows for live/work housing to be constructed (within rehabilitated buildings or in new structures) between Park Avenue and West San Carlos Street, where adjacent areas are planned for residential development and where such uses can benefit from proposed parks and community facilities.

7. *Public/Quasi-Public (PQP).*

This land use defines the portions of Midtown to be reserved for transportation and utility-related uses along the main line railroad tracks between The Alameda and West San Carlos Street. Such uses include passenger terminals, offices and concessions ancillary to transportation uses, parking structures, warehousing and storage areas, service facilities, and similar compatible uses.

8. *Public Parks/Open Space (PP/OS).*

As described in the Community Facilities Element of the plan, a total of 13.5 acres of public parks and open space is planned within Midtown. This land use category designates those portions of the planning area that are targeted for parks. Within these areas, limited development of public facilities such as community centers, interpretive centers, and shelters will be permitted, subject to

the provisions of the Community Facilities Element and the urban design guidelines outlined in this chapter.

Illustrative Plan and Development Program

The illustrative plan (Figure 13) indicates how Midtown could potentially build out in conformance with the overall planning principles and within the land use regulations and design guidelines of the plan. It is important to emphasize that the illustrative plan indicates only one potential development concept and that the actual buildout will likely vary from this initial projection. As envisioned, the full buildout of Midtown could result in up to 2,940 new residential units, 920,000 square feet of office space, 335,000 square feet of retail/restaurant/entertainment uses, and approximately 305,000 square feet of new industrial uses. The plan acknowledges that 545,000 square feet of existing industrial space should remain. The development program (Figure 14) indicates the potential

distribution and density of land uses within each of the planning subareas.

Figure 15 describes the maximum height of development within Midtown; more specific provisions related to building massing, stepbacks and articulation are described in the design guidelines for each of the five planning subareas. Figure 16 describes the maximum intensity of development in terms of Floor Area Ratio (FAR) and/or units of residential per acre. Floor Area Ratio is defined as the ratio of floor area to site area; for instance, a building of 5,000 square feet situated on a 10,000 square foot site has a FAR of 0.5. Finally, Figure 17 describes recommended building setbacks along key streets and right-of-ways throughout Midtown.

The remainder of this Element focuses on the five subareas of the plan, describing the land use objectives and policies for each, and providing urban design guidelines that describe the scale, character and treatment of future buildings and open space. It should be noted that all new development should conform to the existing City design guidelines as modified specifically for the Midtown Specific Plan.

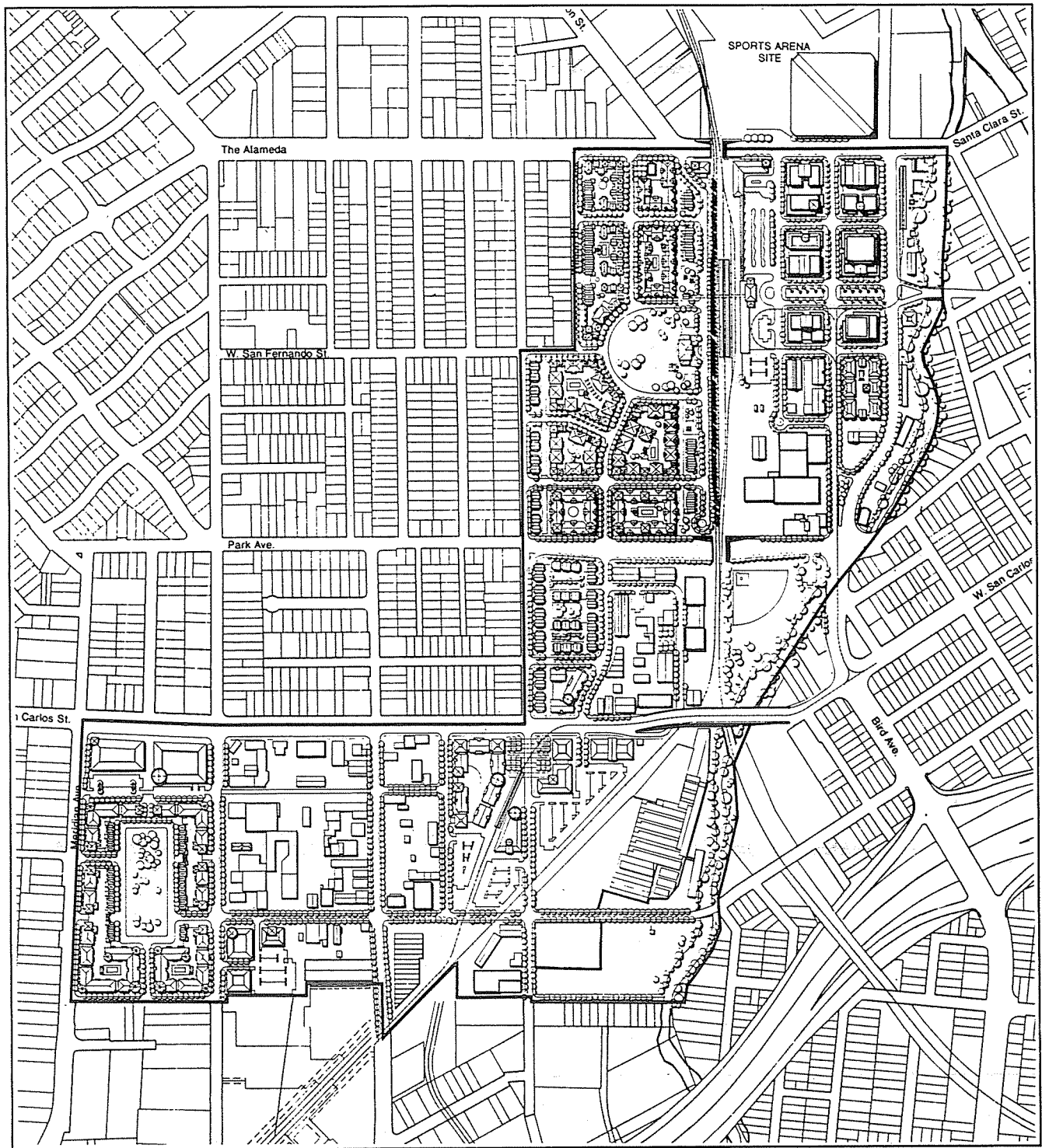


Figure 13
ILLUSTRATIVE PLAN

Note: This illustrative plan represents only one potential development concept, actual build-out will likely vary from this initial projection.

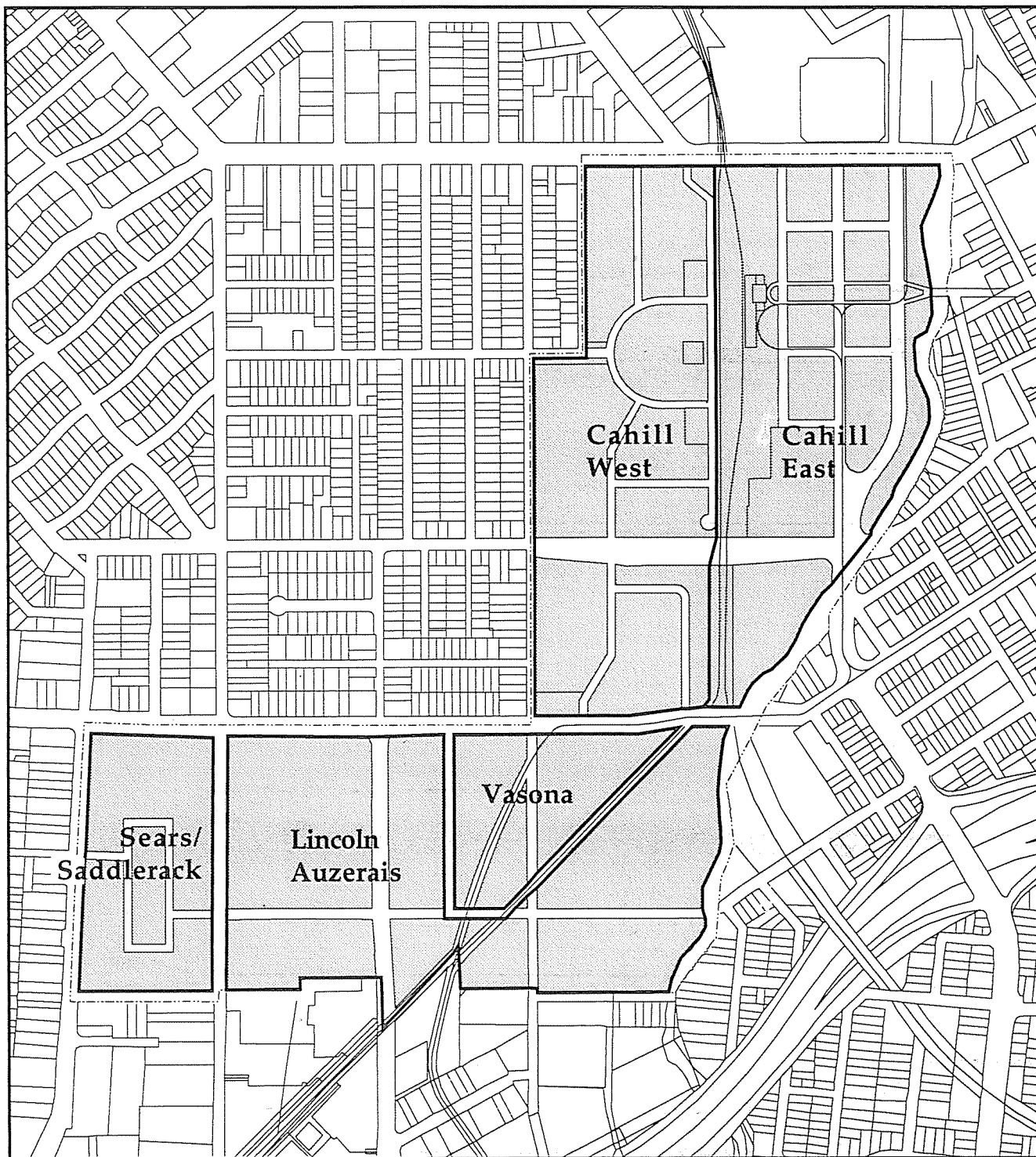
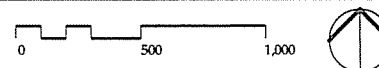


Figure 14
DEVELOPMENT PROGRAM



Sub-Area	Residential	Retail/ Restaurant/ Entertainment	Office	Commercial/Industrial	
				New	Existing
1. Cahill West	790 - 1630 d.u.'s	30,000 sf.	.	15,000 sf.	135,000 s.f.
2. Cahill East	240 d.u.'s	110,000 sf.	880,000 sf.	.	20,000 s.f.
3. Sears/Saddlerack	300-700 d.u.'s	80,000 sf.	.	.	.
4. Vasona Mixed Use	240-370 d.u.'s	60,000 sf.	40,000 sf.	.	.
5. Lincoln Auzerais	.	55,000 sf.	.	290,000 sf.	390,000 s.f.
Total	1570-2940 d.u.'s	335,000 sf.	920,000 sf.	305,000 sf.	545,000 s.f.

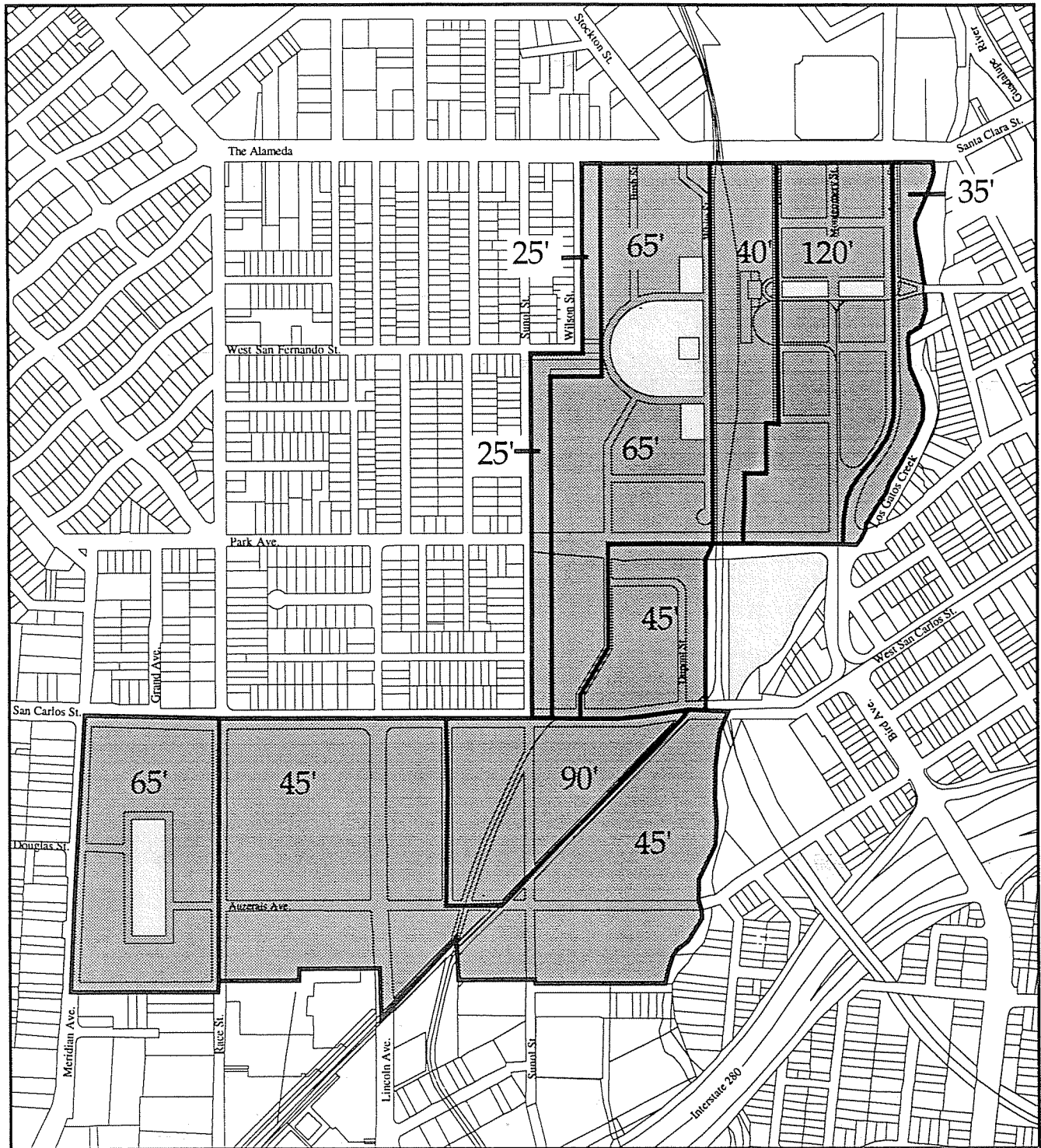


Figure 15
MAXIMUM HEIGHT

* Additional height up to 90 feet allowed, subject to specific criteria in Cahill West design guidelines.

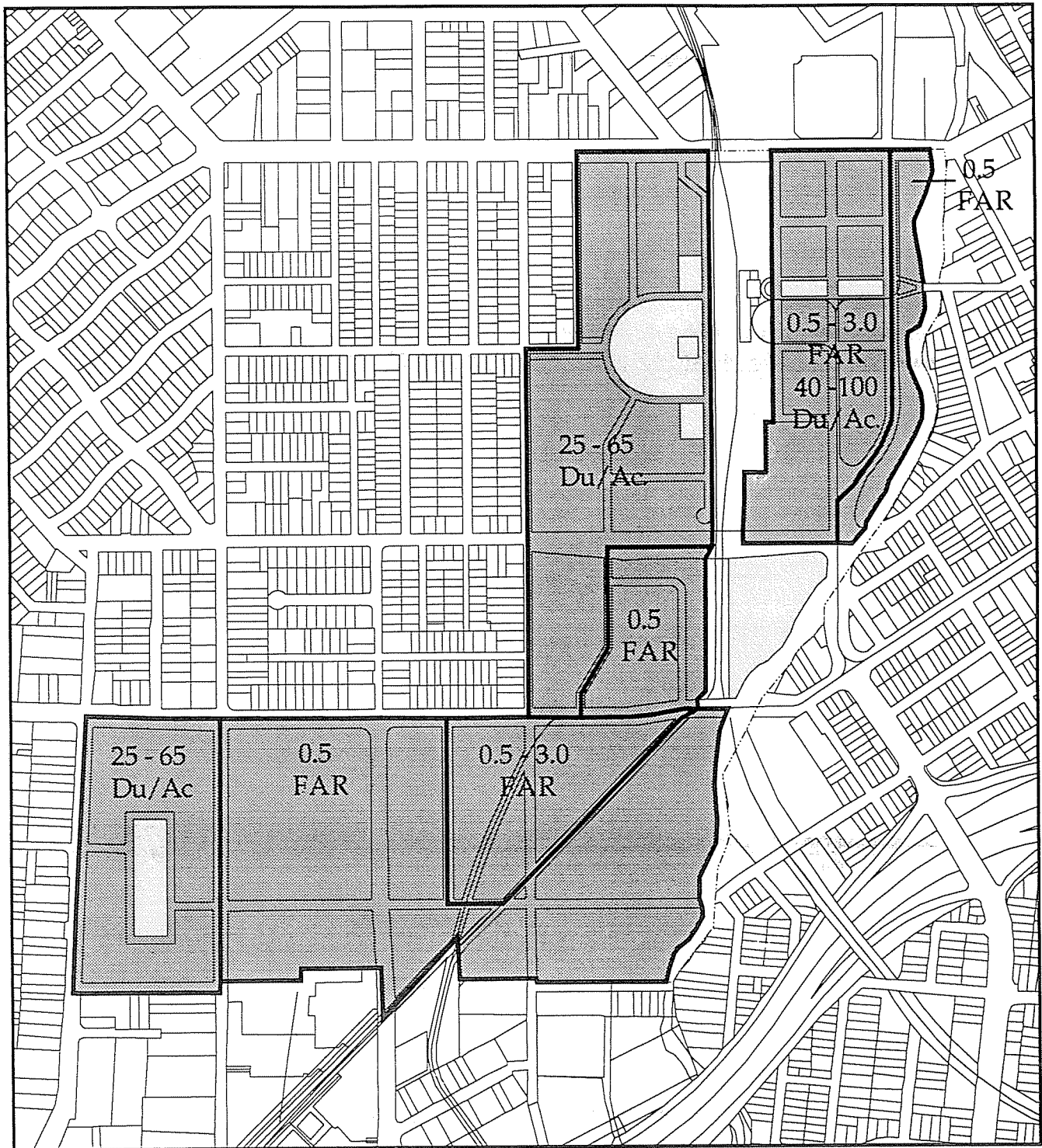


Figure 16
LAND USE DENSITIES AND INTENSITIES



Note: A floor area ratio (FAR) is the ratio of building floor area to overall site area. For instance a building of 100,000 square feet on a 200,00 square foot property (4.6 acres) has an FAR of 0.5.

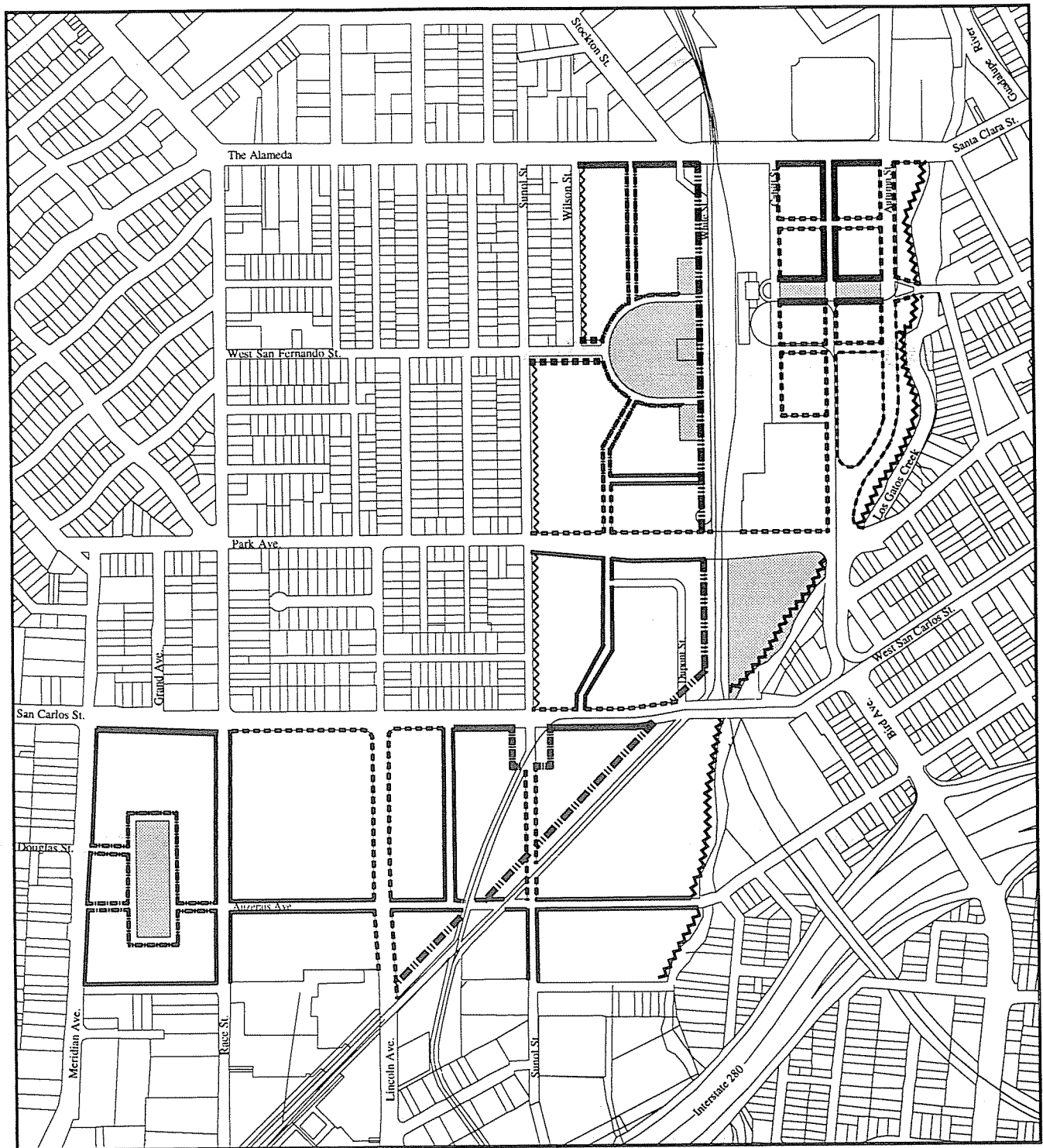
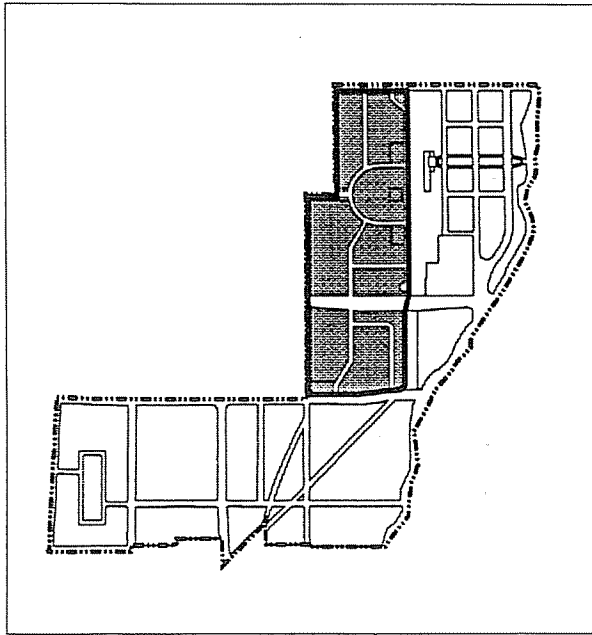


Figure 17
SETBACKS

	Commercial Build-to-Lines		Sunol/Wilson St. Residential Setback with Active Ground Level Residential
	Setback Determined by Ground Level Land Use (Build to: Commercial/Retail 10' Setback: All Others)		Plaza Setback at West San Carlos LRT Station
	Residential Build- to a 10' Setback with Active Ground Level Residential		Los Gatos Creek 20' Setback
	10' Minimum Setback		100' Residential Setback from Active Railroad
	San Fernando St. 25' Landscaped Setback with Active Ground Level Residential		

Cahill West Subarea



OBJECTIVE 1: *Create a high-density mixed-use neighborhood that complements and extends the pattern of residential uses in the adjacent St. Leo's neighborhood, and that reinforces existing commercial uses along The Alameda, Park Avenue and West San Carlos Street.*

The Cahill West subarea is defined by Wilson and Sunol Streets on the west, The Alameda on the north, the main line railroad tracks on the east, and West San Carlos Street on the south. With the recent closure of the Del Monte canning facility at Bush Street and The Alameda, and the reuse potential of other major properties including the Western Pacific truck terminal and the Union Ice Company, over 20 acres of this area could be available for development within the foreseeable future. A key objective of the plan is to avoid piecemeal development of this area and encourage the creation of a mixed-use residential district that can reinforce transit and complement existing residential uses in the St. Leo's neighborhood. The plan calls for the extension of residential uses eastward from St. Leo's into the Cahill West area, with a

gradual increase in density and height. The new neighborhood would include a diverse system of streets, pedestrian ways, courts and mews, with a six-acre neighborhood park at its heart.

Although high-density residential is envisioned as the predominant land use within the Cahill West subarea, the plan recognizes the need for commercial uses that can serve existing and future residents and contribute to the diversity of activities within the new neighborhood. To this end, the plan encourages commercial uses where they can reinforce existing commercial corridors (e.g., the Neighborhood Business Districts (NBDs) along West San Carlos Street and The Alameda, and existing commercial uses along Park Avenue) and where they can serve to activate the street environment. In addition, the plan maintains properties south of Park Avenue and east of the existing Union Pacific right-of-way for combined industrial-commercial uses, which encourages the maintenance and intensification of existing viable uses. Within this area, live/work housing is also encouraged as an additional housing alternative.

POLICY 1.1: *A wide diversity of multi-family and alternative housing types, as well as a mixture of rental and ownership housing, should be encouraged.*

The development of the Cahill West neighborhood will provide housing opportunities in close proximity to the downtown and to Cahill Station, which provides transit service to other employment districts of the city and region. As such, the area should offer viable housing alternatives to the single-family neighborhoods that predominate within the region and encourage a diverse resident population with a range of income levels. To this end, the plan calls for a wide spectrum of unit types suitable for families, senior citizens and single people. This includes townhouses, "walk-up" flats, apartments and condominiums, as well as single room occupancy and live/work units. A mixture of ownership and rental housing should also be provided. To the extent possible, low and moderate income



New development along Sunol and Wilson Streets will be compatible in scale and character with the St. Leo's neighborhood.

units should be integrated within market rate development projects to encourage a diverse and heterogeneous community.

POLICY 1.2: Ground-level neighborhood-serving commercial uses are required along The Alameda and West San Carlos Street.

The Cahill West neighborhood is envisioned as a mixed-use district that will include convenience retail, restaurant and neighborhood-serving commercial uses. In order to reinforce the existing Neighborhood Business Districts along The Alameda and West San Carlos Street, such uses should be oriented to the sidewalks of these streets to promote retail continuity and an active pedestrian environment. Upper-level residential uses are also preferred along these streets.

POLICY 1.3: Freestanding commercial uses should be allowed along Park Avenue and West San Carlos Street as a buffer between the street and residential development.

Currently, West San Carlos Street and Park Avenue are characterized by light industrial and service commercial uses that extend from the Guadalupe Parkway west through Midtown and the Cahill West subarea. In advance of mixed-use residential development and/or as an alternative

to it, the plan allows for freestanding commercial uses up to a maximum depth of 250 feet along these street frontages. These commercial uses are intended to provide for a suitable transition between the street and the planned residential neighborhood; to reinforce the existing Neighborhood Business District along West San Carlos Street; and to provide additional development flexibility. On the Land Use Map (Figure 12), this is indicated by the High-Density Residential/General Commercial (HDR-GC) overlay designation. The depth of this commercial activity should not exceed 250 feet.

POLICY 1.4: Existing industrial uses should be encouraged to remain and intensify between Park Avenue and West San Carlos Street.

The portion of the Cahill West subarea to the south of Park Avenue and east of the existing Union Pacific Railroad (UPRR) right-of-way is predominantly industrial in nature. The relative isolation of this area, between the UPRR and the main line tracks, and the viability of the existing businesses (e.g., Scissor Lift) make it less suitable for traditional residential development. To achieve the planning principle of preserving and intensifying viable industrial uses within Midtown, the plan calls for this portion of the

Cahill West subarea to remain within a combined industrial-commercial land use designation, encouraging existing businesses to remain and intensify and other such uses to locate within the area.

POLICY 1.5: Live/work housing should be constructed in a manner that is complementary with adjacent industrial uses.

Live/work housing, either within rehabilitated warehouse structures or as new development, is allowed within the Cahill West subarea to complement the adjacent planned and existing neighborhoods. Within the portion of the subarea designated for combined commercial-industrial uses, a live/work overlay designation is provided to encourage such housing. However, care should be taken to ensure that new live/work housing is designed in a manner that is compatible with existing industrial and commercial uses. Noise mitigations, setbacks, screen walls, and separate driveway access should be provided to minimize impacts and land use conflicts between live/work and industrial-service uses.

POLICY 1.6: New residential development should be complementary in scale and character to adjacent single-family houses within the St. Leo's neighborhood.

The St. Leo's neighborhood, immediately to the west of the Cahill West subarea, is characterized by tree-lined streets with one and two-story cottages and homes that, in the heyday of the canneries, provided convenient housing for workers. Today, the neighborhood is an attractive and affordable innercity neighborhood that should be protected and enhanced. To this end, the plan calls for new development within Midtown to reinforce the overall sense of neighborhood within this area by: extending the pattern of residential streets and open space eastward to the railroad tracks; providing for an appropriate transition in scale between high-density housing and the single-family homes along Wilson and Sunol Streets; creating an active and safe ground-level environment; and

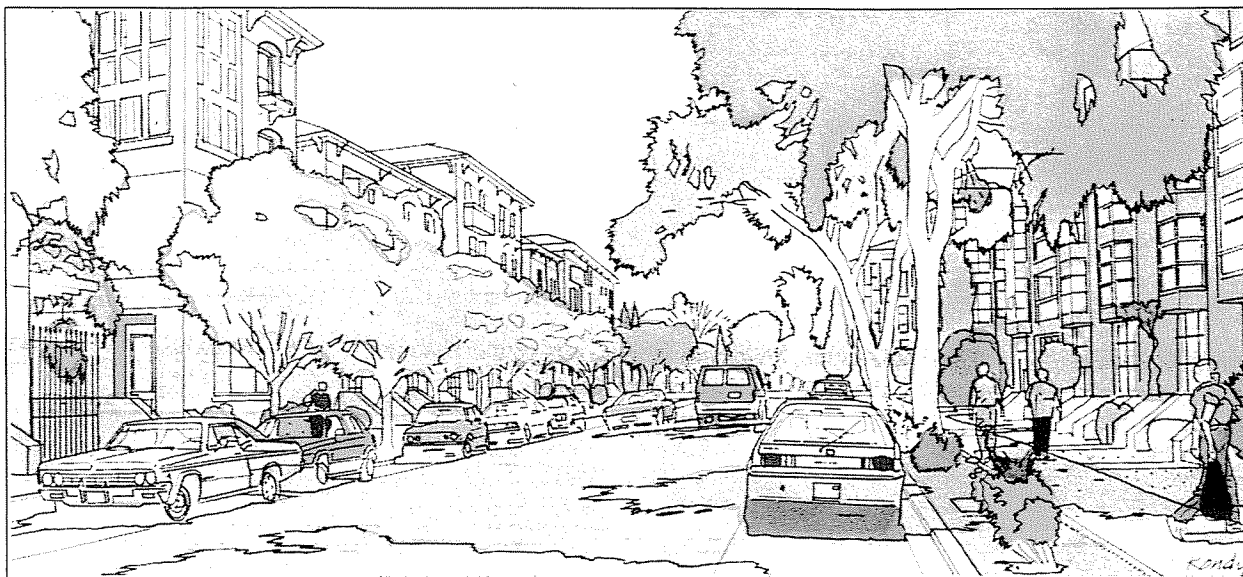
avoiding monolithic building projects in favor of highly articulated and varied building forms that are compatible with the single-family character of the adjacent neighborhood.

POLICY 1.7: A pattern of development that reinforces and extends the block structure and pedestrian character of adjacent areas of San Jose should be established within Midtown.

The grid pattern of local streets that surrounds Midtown provides the most significant system of pedestrian circulation and access within the area, and it is important that this pattern be extended to newly developing areas within Midtown. Rather than internalized development that attempts to create a wholly new environment, the plan emphasizes the importance of extending the pattern of existing streets into Midtown to ensure strong linkages and pedestrian continuity between existing and new residential uses. The plan calls for the extension of local streets within the Cahill West subarea, including Bush Street between The Alameda and West San Carlos Street (along the existing Union Pacific right-of-way), West San Fernando Street (around a six-acre neighborhood park), and White Street (along the railroad right-of-way). New residential development should enrich this system with additional local streets, pedestrian ways and mews (e.g., auto lanes and courts) that provide a varied system of routes through the neighborhood.

POLICY 1.8: A rich system of public open spaces as well as on-site common spaces and amenities should be encouraged to create an attractive and livable residential environment.

As described in the Community Facilities Element of this Specific Plan, the Cahill West neighborhood should have at its heart a neighborhood park of approximately six acres. The location of this park has been carefully considered to ensure optimum public use and to provide a central amenity that will give focus and identity to the new community. In addition to this public open space and the system of public roads and movement corridors, it is essential that



Bush Street as it extends through Midtown is envisioned as an intimately scaled residential street that extends the character of adjacent historic neighborhoods.

private development provide on-site amenities and common spaces that reinforce the livability of the area. To this end, the plan calls for residential development to provide a rich system of semi-public common spaces and amenities that extends and enhances the public realm, including courtyards, gardens, pool and patio areas, roof gardens, terraces, and passages.

POLICY 1.9: Building types should promote a visually diverse and rich fabric, and reinforce the neighborhood scale and pedestrian orientation of the district.

Rather than a homogeneous district with standardized housing types that repeat themselves in a relentless manner, the plan calls for a diversity of building forms that will provide visual interest and variety as well as a range of unit configurations to serve a wide spectrum of the population. Within the Cahill West subarea, there is an opportunity for a wide range of housing types, including: two-story townhouses along Wilson and Sunol Streets; walk-up flats, apartments and condominiums along the Bush and White Street extensions; and live/work housing south of Park Avenue. A common element in all new residential development should be the creation of an active ground-level

environment, with residential entries oriented to streets and parks, and a highly articulated building mass that expresses individual units and/or clusters of units through the use of sloping roofs, dormers, bay windows, chimneys, porches, and other scale-giving elements. Renovated industrial structures can contribute to this diversity of building types.

POLICY 1.10: Appropriate setbacks and buffer treatments should be established between new residential development and industrial uses that choose to remain within the area.

The plan recognizes that existing industrial and commercial-service uses may remain within the Cahill West subarea, and that potential land use conflicts could occur between these uses and newly developing residential uses. To avoid such conflicts, the plan calls for all new development that occurs adjacent to existing industrial-commercial uses to incorporate appropriate buffer treatments, including building setbacks, screen walls and roadways, that provide separate on-site access and circulation. In addition, new development should be designed to mitigate noise conditions in compliance with City of San Jose General Plan noise compatibility goals.

POLICY 1.11: Appropriate setbacks and treatments should be established between future residential development and the main line railroad tracks along the eastern edge of the Cahill West neighborhood.

While it is a key objective of the Midtown Specific Plan to locate high-density residential uses in close proximity to rail and transit facilities, it is recognized that the noise and vibration impacts of the main line tracks could negatively affect the livability of the future neighborhood. The plan calls for a minimum separation of 100 feet between new residential development and active rail tracks, an eight-foot screen wall and landscaped buffer along the tracks (east of White Street), and for new residential development to provide construction mitigations that will ensure compliance with City of San Jose General Plan noise compatibility goals. As discussed in the Circulation Element, the plan also encourages the relocation of the staging tracks adjacent to Cahill Station to the maintenance facility at Lick Quarry, thereby increasing the distance between residential development and active rails.

POLICY 1.12: Parking and servicing facilities should be well integrated within development, and not detract from the pedestrian environment and neighborhood character of the area.

Although the Cahill West neighborhood is envisioned as a transit and pedestrian-oriented district, residents will still need to store automobiles. To this end, development should be designed to provide convenient parking access that does not detract from the pedestrian nature of the area. The plan calls for parking facilities to be encapsulated within buildings to reduce their visual impact, and for at-grade garages to be limited and consolidated in pedestrian-friendly auto courts and mews. Any open surface parking should be limited and decentralized to provide convenient visitor parking.

Urban Design Guidelines

Height and Massing

High-Density Residential (HDR and HDR-GC) Designated Land

The Cahill West area is envisioned as a predominantly three to four-floor neighborhood, designed to offer visual interest and compatibility of scale with adjacent single-family homes to the west. To this end, variation in height is encouraged. More specifically, the following height and massing provisions apply to all properties designated High-Density Residential (HDR or HDR-GC) within the Cahill West subarea:

Wilson and Sunol Street Frontages: Along the Wilson and Sunol Street frontages, development should not exceed 25 feet or two floors in height; development above this height should step back a minimum of 25 feet from the setback line or the building face and should transition gradually upwards to a maximum of 65 feet. Building height should generally not reach 65 feet within 50 feet of the building face along Wilson and Sunol Streets. Stepbacks should be accompanied by architectural expression (e.g., loggia, deck, cornice, sloping roof, etc.).

Maximum Height Within Cahill West: The maximum height of development within Cahill West should be four floors or 65 feet, whichever is less. However, to encourage visual diversity and a range of housing types, limited projections above 65 feet will be considered up to a maximum height of 90 feet or eight floors, provided that:

- Such structures are located no closer than 300 feet from the property line of existing single-family and duplex properties, except for structures on the property bounded by The Alameda, Bush Street, West San Fernando Street and Wilson Street, which can be no

closer than 250 feet from the property line of existing single-family and duplex properties.

- Such structures are not visible within the view corridor looking westward along the realigned West San Fernando Street to Cahill Station.
- Taller buildings are located and designed to have no impact on the privacy and viewshed of St. Leo's neighborhood residents. No windows from the taller buildings should have a direct line of sight into any single-family or duplex rear yard. Conversely, taller buildings should not be within the dominant view of single-family homes.
- Portions of buildings exceeding 65 feet or four floors in height are concentrated in well-articulated taller structures not exceeding eight stories or 90 feet in height, and with floorplates of 7,500 square feet or less.
- Taller buildings are located in a manner that enhances the environmental quality and visual structure of the neighborhood (e.g., at key intersections to create visual landmarks and gateways, along the railroad right-of-way to create an acoustical buffer).

Streetwalls and Stepbacks: All development adjacent to public streets and right-of-ways should have a maximum streetwall height of 40 feet; development above this height should be stepped back by approximately five feet for a minimum of 75 percent of the frontage and be accompanied by architectural expression.

Combined Commercial-Industrial (CI) Designated Land

Buildings south of Park Avenue within the properties designated on the Land Use Map for combined industrial-commercial uses should not exceed 45 feet in height.

On-Site Open Space

High-Density Residential (HDR) Designated Land

To supplement the planned public park at the heart of the Cahill West neighborhood (see Community Facilities Element), new residential development should provide private open space for the use of residents within individual projects. For each dwelling unit, 100 square feet of usable common space (e.g., courts, pool decks, garden areas, etc.) should be provided onsite. In addition, a minimum of 60 square feet of private outdoor space (e.g., balconies, terraces, patios) should be provided for at least 50 percent of the units within the development, or as many as feasible given privacy and noise constraints.

Setbacks and Build-to Lines

High-Density Residential (HDR) Designated Land

The following setback provisions are aimed at ensuring a positive relationship between new development and the public realm and a compatible relationship between divergent land uses:

Setbacks Along Sunol and Wilson Streets:

Residential development along Sunol and Wilson Streets should provide front yard setbacks of a depth equal to the average setback of all existing residences and buildings on the opposite side of the street within 100 feet of the property lines of the new residential project.

Setbacks Along West San Fernando Street:

Residential development along West San Fernando Street between Sunol Street and the planned neighborhood park should be built to a front yard setback of 25 feet to create a landscaped view corridor linking the park with the St. Leo's neighborhood.

Setbacks Along West San Carlos Street and The Alameda: Freestanding commercial or mixed-use development along West San Carlos Street and The Alameda should generally be built to the property line along the street to promote retail continuity. Setbacks up to 10 feet are permitted along the retail frontage for outdoor cafes, entries and display areas.

Setbacks Along Park Avenue: Freestanding commercial or mixed-use development along Park Avenue should be set back from the front yard property line by approximately 10 feet to create an appropriate buffer between the street and the ground-level uses. The setback area should provide landscaped and pedestrian areas to create a hospitable and attractive frontage along the street.



Active retail uses are encouraged along The Alameda and West San Carlos Street.

Setbacks Along Other Residential Streets: Along all other streets, residential development should be built to a 10-foot setback from any property line along a public street or right-of-way. Within this setback area, encroachments including stoops, porches, bay windows, etc. will be encouraged up to a maximum of 60 percent of the total setback area. The setback areas should be well landscaped with low hedges, trees and flowering shrubs that create diversity and interest along the street.

Setbacks Between Commercial and Residential Uses: In conformance with the "Commercial Design Guidelines of the City of San Jose,"

the interface between freestanding commercial development and residential development should be carefully designed to promote a livable residential environment. To mitigate the effects of commercial uses adjacent to residential development, both commercial and residential buildings should be set back at least 25 feet from common property lines. Setback areas should be landscaped but may also be occupied by residential accessory buildings. The use of masonry walls and landscaped berms is also encouraged, as appropriate. The orientation of windows in the nonresidential buildings should preclude a direct line of sight into adjacent residential private open spaces. When commercial buildings back up to the common open spaces of high-density residential projects, the rear setback area should be well landscaped and functionally and/or visually combined with the residential open space. Alternatively, small-scale one-story commercial buildings may side or back onto the residential site at the property line with the facing wall or walls designed to form a solid barrier. In addition, where the commercial and residential development can be reliably coordinated, any mutually beneficial connections rather than separations should be employed.

Setbacks Between Residential and Industrial Uses: Residential development should be set back a minimum of 40 feet from all adjacent light industrial uses, and should incorporate measures to mitigate noise and traffic generated by the industrial activities. Mitigation measures should be considered on a case-by-case basis, but could include a minimum six-foot tall landscaped screening wall, landscaping and/or earthberms. Where possible, it is recommended that a street or lane be introduced between the two land uses with a minimum right-of-way of 40 feet and a strong landscaped buffer along its length.

Setbacks From the Main Line Rail Tracks: Mixed-use/residential development along White Street bordering the west side of Cahill Station should be set back a minimum of 100 feet from active rail tracks and incorporate measures to

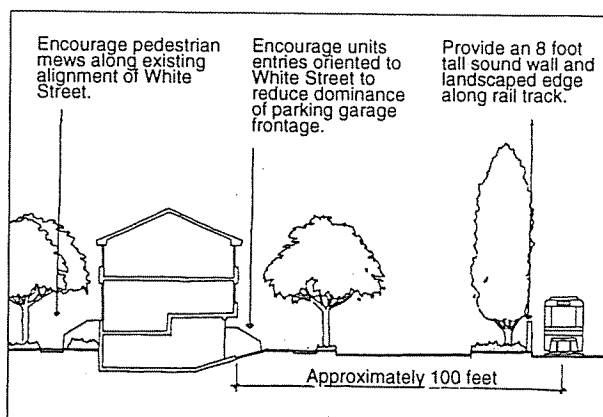
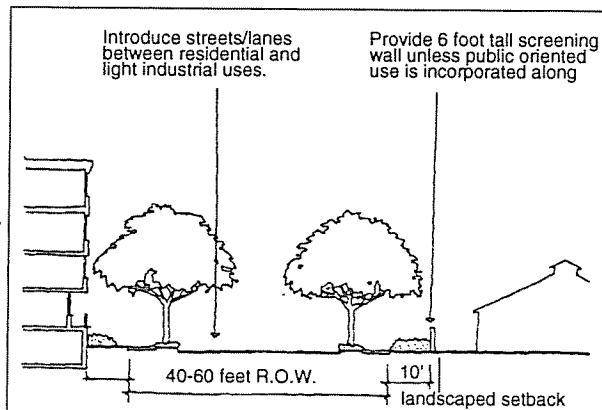
mitigate noise and vibration impacts to acceptable levels. This setback may be reduced if it can be demonstrated that the project includes adequate mitigation to protect the uses from vibration and noise impacts. In addition, screening treatments, including an eight-foot tall articulated sound wall with adjacent tall and densely planted trees, should be provided parallel with the rail corridor, preferably on the east side of White Street.

Combined Commercial-Industrial (CI and CI-LW) Designated Land

South of Park Avenue, properties designated for Combined Commercial-Industrial use should comply with the following setback guidelines:

Front Yard Setbacks of Commercial-

Industrial Uses: Along all street frontages between Park Avenue and West San Carlos



Setback from the main line rail tracks

Street, including the east side of the proposed Bush Street extension, buildings should be set back a minimum of 10 feet from the property line. The setback area should be well landscaped. Along all Bush Street building frontages, a six to eight-foot wall at the setback line and/or residential-style building details (e.g., trellises, “porches,” arcades, etc.) should be employed for compatibility with residential development planned on the west side of Bush Street. Chain link fences are not permitted.

Setbacks and Treatment of Live/Work

Development: In selecting properties and structures to adapt for live/work use, the primary concern should be human safety, including protection from toxics and unacceptable noise levels. In addition, converted live/work structures should be equipped with as many residential amenities as possible (e.g., private and common open space, landscaping and some “residential” architectural details, particularly at entries and along streetfronts).

New live/work buildings should be provided with minimum 10-foot landscaped setbacks from all property lines, at least 75 square feet of private or common open space per unit, and architectural treatment that clearly expresses the dual nature of the building. The privacy of live/work residents should be protected by appropriate screening from adjacent nonresidential uses.

Commercial Street Frontage Treatment

High-Density Residential (HDR) Designated Land

Storefront Treatment and Materials: Ground floor commercial spaces should be designed as integral parts of their mixed-use buildings, but should also be articulated as distinct parts of those building facades, with materials and treatments that offer visual interest to the pedestrian. Materials along storefronts should be carefully selected to be of a high quality and appropriate to the pedestrian realm. The use of materials such as stone, tile, masonry and terra

cotta, which are pleasant to the touch and offer color and variation, is encouraged. Building walls at the street level should be open in character.

Orientation and Frequency of Entries:

All commercial uses should have their primary entrances oriented to the street, and entrances should be spaced no more than 50 feet apart. Entrance floor elevations should vary no more than two feet from sidewalk elevations. Clear, untinted glass should be used to allow for maximum visual interaction between exterior public areas and the activities within. The ground level should achieve maximum transparency, avoiding areas of blank walls. The use of awnings is encouraged to provide shelter and shade along storefronts.

Combined Commercial-Industrial (CI) Designated Land

Street Frontage of Commercial-Industrial Buildings: South of Park Avenue, commercial and industrial buildings should, to the extent possible, locate public activities, including offices, retailing/wholesaling components, employee gathering areas, etc., to the street. Windows that provide visual interest and a connection between the street and activities within are encouraged.

Residential Street Frontage Treatment

High-Density Residential (HDR) Designated Land

Ground-Level Units Oriented to Street: All ground-level residential development within the Cahill West area should have a townhouse-like relationship to the street, i.e., they should have their primary entries oriented to the street, at frequencies no greater than 50 feet. In addition to individual unit entries, lobbies serving upper-level apartments and condominiums should be oriented to the street.

Relationship of Units to Street: Where ground-level space along streets is not occupied by commercial uses, it must be occupied by

residential uses. The elevation of ground-level residential units should be no less than three feet and no more than five feet above grade. Ground-level residential uses should include entry porches, stoops and/or porticos within the required 10-foot landscaped setback area. Such porches should be shared by no more than four units, which could include townhouses as well as walk-up flats. The use of trees, hedges, ornamental gates and fences is encouraged along the property line at the street.

Expression of Building Base: Ground-level residential uses should establish a strong building base. If depressed parking is exposed at the base of a residential building, it should be carefully designed as an integral part of the building and screened from view with ornamental screens, landscaping, etc.

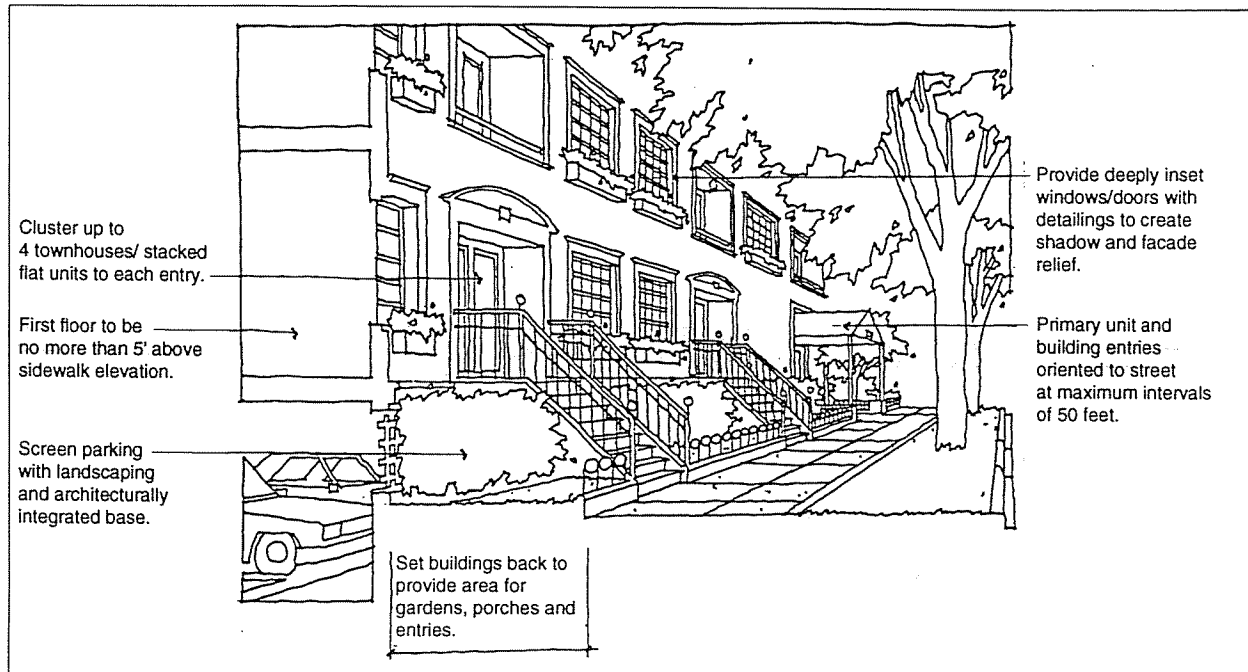
Architectural Treatment and Materials

High-Density Residential (HDR and HDR/GC) Designated Land

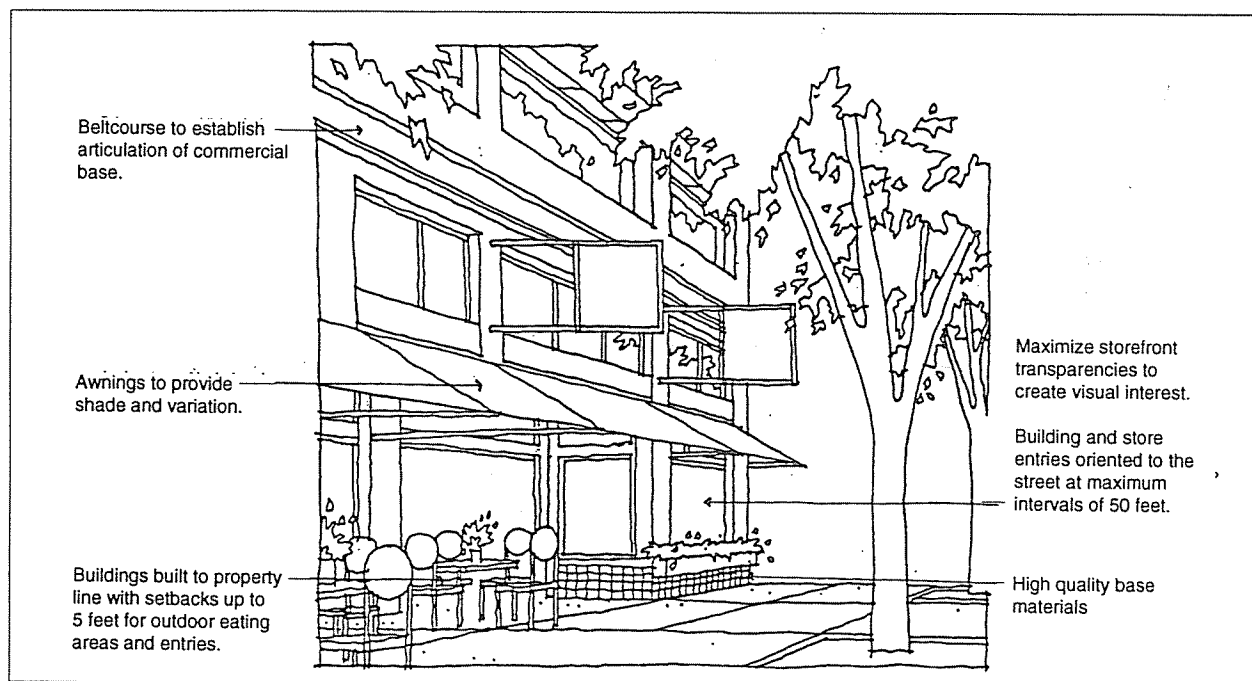
The architectural treatment of commercial and residential buildings within the Cahill West neighborhood should be high quality, with a high degree of variation and articulation to respond to the fine-grained and intimately scaled neighborhoods surrounding Midtown. More specifically:

Articulation of Building Plane and Silhouette: Mixed-use/residential buildings should avoid the appearance of monolithic projects. Individual units and/or clusters of units should be clearly expressed through overall massing and roof treatment, as well as changes in building plane, colors and/or materials. The use of sloping roofs, dormers, gables, balconies, bay windows, chimneys, etc. is encouraged to achieve this variety and articulation. Facade materials, articulation and colors should be respectful of the adjacent neighborhoods.

Frequent Changes in Facade Treatment: In order to create a lively street frontage, residential buildings should have a maximum perceived



Residential frontage treatment



Commercial frontage treatment

length of 125 feet to discourage long and monotonous facades. The facades should be further modulated at intervals of approximately 50 feet and, whenever possible, should be broken down into smaller discrete elements. Devices such as floor level variation, fenestration changes, and the introduction of architectural elements (belt courses, mouldings, cornices, pediments, etc.) are strongly encouraged.

High Quality Window Treatments:

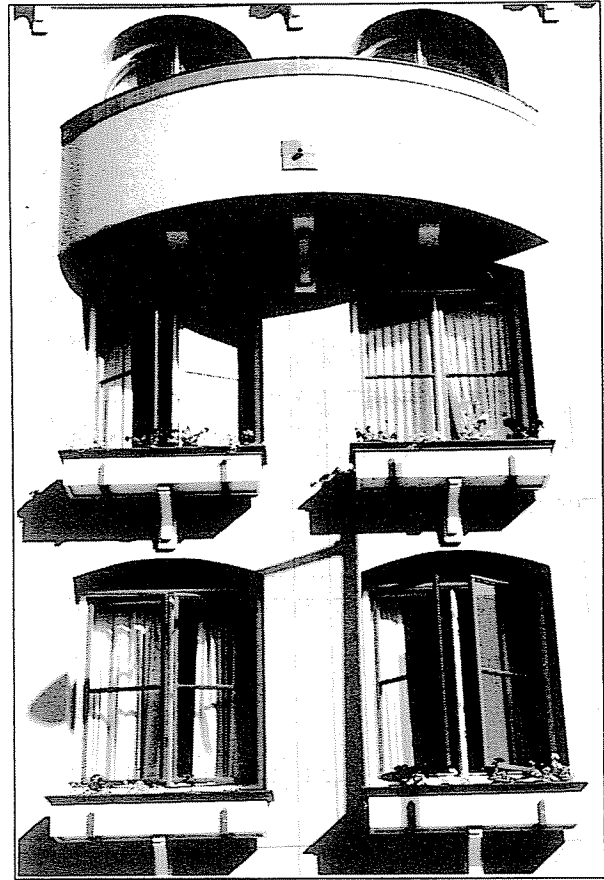
Fenestration of all mixed-use residential buildings should employ a “punctured wall” treatment, with high quality window casings that are recessed from the building face to provide shade and detail.

Articulated Roof Treatment: Roofs should be treated as a distinct architectural element of the building facade. Pitched and gabled roofs, and projections such as cornices and brackets, are recommended to create a distinctive building silhouette. Mechanical equipment should be concealed from view through roof design that is architecturally integrated with the remainder of the building.

Freestanding Commercial Buildings:

The architectural treatment of freestanding commercial and retail buildings should be varied and articulated to create interest and diversity along public streets. The fenestration above the ground floor should be comprised of “punched” openings within a solid wall, and should be varied and recessed to offer shade and complexity to the building elevation. Parapets and roofs should be designed with decorative elements to provide for additional articulation and interest. All mechanical equipment should be screened from view and architecturally integrated within the roof treatment of the building.

Building Materials: High quality clapboard wall treatments, precast concrete, brick and stucco are considered appropriate for mixed-use residential development; freestanding commercial buildings should employ high quality masonry, stucco or precast concrete. For all building types, high quality materials (e.g., stone, tile and terra cotta) are encouraged as an accent for architectural



Building facades should be varied, with high quality window casings recessed to create shade and detail.

features (e.g., mouldings, cornices, chimneys, etc.), and to provide interest and detail within the view and touch of pedestrians.

Combined Commercial-Industrial (CI) Designated Land

Innovative Use of Standard Materials:

Architectural treatment of industrial and commercial buildings and live/work development south of Park Avenue should comply with the guidelines for freestanding commercial buildings described above. More specifically, industrial buildings should be utilitarian but well-composed structures that express their function. The innovative use of standard materials (e.g., corrugated metal, steel, masonry, etc.) and large metal sash window openings are encouraged to express the functions and activities contained within. Sloping and monitor roofs, exposed

trusses, skylight elements, vent stacks, and other architectural elements that provide a distinctive building silhouette are also encouraged. Mechanical equipment should be incorporated as an integral part of the overall building design. Live/work buildings, whether converted or new, should architecturally express the residential uses within, particularly at entries and along street frontages.

Parking Access and Treatment

Off-street parking standards for all land use designations should comply with the City of San Jose Zoning Ordinance.

High-Density Residential (HDR) Designated Land

In high-density residential projects, there are several ways to accommodate required parking:

Treatment of Parking in Lower Density

Residential Development: For the lower range of residential densities described in the Specific Plan (e.g., 25 to 30 dwelling units per acre), well-landscaped auto mews and parking courts leading to individual garages and “tuckunder” parking areas can be employed. The design of these parking facilities should conform with the “Residential Design Guidelines of the City of San Jose” and contribute to the creation of a rich system of pedestrian ways and passages through the neighborhood.

Parking Structures within Higher Density

Development: Higher density residential development (i.e., greater than 30 dwelling units per acre) will require the use of parking structures. These facilities should be designed as an integral part of the mixed-use/residential buildings, within below-grade structures or above-grade structures that are encapsulated by ground-level commercial or residential uses. Along The Alameda and West San Carlos Street, where ground-level commercial uses are required,

parking should be concealed from view by those uses. In areas where ground-level residential is encouraged, and where a 10-foot setback is provided, parking will be allowed to be exposed up to three feet above grade. Such parking, however, should be screened from public view by porches, stairs, and the use of ornamental screens and landscaping.

Surface Parking: Surface parking for residential and freestanding commercial uses should be minimized to the extent practical. Such parking should be oriented away from public streets and screened from predominant view by buildings, landscaping, and low architectural walls. Surface parking areas should be well landscaped to create an attractive visual and pedestrian environment. One tree for every four spaces is recommended.

Access to Parking Facilities: Access to parking facilities should be carefully located within the Cahill West district to encourage an even distribution of traffic and promote continuity in the pedestrian environment. In general, curb cuts and driveways should meet City standards. Driveways should be a minimum of 50 feet from minor street intersections. For other intersections the distance will vary, depending upon traffic conditions. No more than 150 parking spaces should be served from a single driveway or parking access point. Curb cuts should be minimized, to the greatest extent possible, adjacent to the planned neighborhood park and along Bush Street and its extension south to West San Carlos Street, in order to create uninterrupted pedestrian ways.

Combined Commercial-Industrial (CI and CI-LW) Designated Land

Properties south of Park Avenue along the Bush Street extension and with a Combined Commercial-Industrial land use designation should comply with the surface parking and access provisions above.

Loading and Service Areas

Off-Street Standards: Standards for off-street loading and unloading areas should comply with the City of San Jose Zoning Ordinance.

High-Density Residential (HDR) Designated Land

Orientation of Truck Docks and Service

Areas: Truck loading docks should be designed as an integral part of mixed-use and residential structures, and should not be oriented to any public right-of-way or open space amenity. All exterior garbage and refuse facilities and mechanical equipment should also be screened from public view in a manner that is compatible with the overall building design and streetscape treatment of the development.

Alleys and Service Lanes: Where appropriate, the use of alleys is encouraged to provide access to parking, service and garbage areas. However, in such cases, these alleys should be designed to be attractive movement corridors perpendicular or parallel to the street grid, with a minimum width of 20 feet, or 26 feet if turning movements need to be accommodated or if fire trucks require access. Provisions for landscaping and lighting should be included in the design of the alleys.

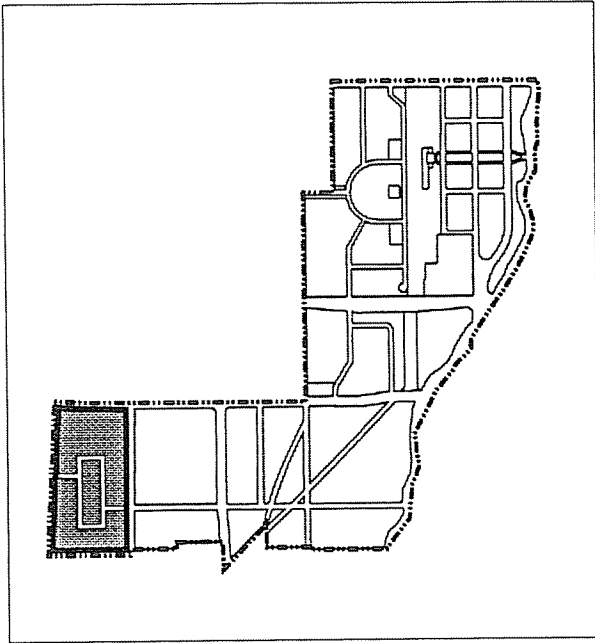
Combined Commercial-Industrial (CI) Designated Land

Orientation of Truck Docks and Service

Areas: Loading and service areas for industrial and commercial buildings should generally be located behind buildings, visually screened from public roadways. In locating service and storage areas, primary consideration should be given to the adjoining land uses. In general, service and loading areas should be located away from residential, neighborhood-oriented retail, recreation and open space uses. If site conditions do not permit locations away from any of these uses, design features such as walls and landscaped buffer zones should be utilized to conceal the areas from predominant view. No loading or service areas should be located along the Bush Street extension or visible from it.

Outdoor Storage of Materials: Outdoor storage of materials should be minimized to the extent practical. Materials stored outside should be screened from adjoining properties and public right-of-ways with minimum six-foot masonry screen walls and adjacent landscaping. Materials should not be stored above the height of these walls.

Sears/Saddlerack Subarea



OBJECTIVE 2: *Create an exciting and cohesive high-density mixed-use residential neighborhood on the Sears and Saddlerack sites.*

The Sears/Saddlerack subarea is defined by Meridian Avenue on the west, West San Carlos Street on the north, Race Street on the east, and private properties to the south of Auzerai Avenue. Unlike the Cahill West subarea, which has numerous landowners, the Sears/Saddlerack subarea currently has only two properties and two owners: the former Sears site, a 12.5-acre property that is now vacant; and the 6.1-acre Saddlerack property, which includes a large nightclub with surrounding surface parking.

The availability of over 18 acres of land in close proximity to downtown San Jose presents a unique opportunity for mixed-use infill development that could provide a significant component of new housing and introduce commercial uses that would enhance the adjacent West San Carlos Neighborhood Business District and nearby Burbank and Buena Vista neighborhoods. The principal objective for this subarea is to create a cohesive

new neighborhood that improves the image and identity of this portion of Midtown, and that creates a distinctive gateway to the rest of the community.

POLICY 2.1: *A high level of development coordination between the Sears and Saddlerack properties is suggested to promote a cohesive neighborhood.*

POLICY 2.2: *The relocation of Auzerai Avenue between Race and Meridian Streets to the south should be considered to discourage through-movement of traffic within the new neighborhood.*

The success of this new neighborhood will depend to a great extent on the coordination and compatibility of development within the two major property holdings. The plan does not require the two properties to develop together. The development of a single master planned neighborhood, however, could take advantage of the large land assemblies and could avoid the creation of smaller, more isolated residential projects. To promote this cohesiveness, the plan suggests the relocation and realignment of Auzerai Avenue between Race Street and Meridian Avenue to the southern edge of the Saddlerack property. In so doing, through-traffic between I-280 and the downtown would be routed around the neighborhood, and a sufficient land area would be created to provide an uninterrupted pedestrian precinct with a major open space at its heart.

The development of the Sears/Saddlerack area may benefit from additional flexibility in the location of Auzerai Avenue. The retention of the existing alignment may also benefit possible school uses east of Race Street. The retention of Auzerai Avenue, however, has implications for the 2.5-acre park which are discussed in the Community Facilities chapter. If Auzerai Avenue is not realigned, development on both the Sears and Saddlerack parcels should be designed to mitigate the effects of through-traffic, providing adequate on-site open space

and pedestrian amenities with local streets along the perimeter of parks.

POLICY 2.3: Development should be oriented to a single central green or neighborhood park of approximately 2.5 acres.

The area surrounding the Sears/Saddlerack subarea is characterized by auto-oriented commercial-industrial uses. The success of the new residential neighborhood will depend to a great extent upon the ability of the development to create a strong sense of livability and amenity that overcomes the inhospitable nature of the area. To this end, the plan recommends that the neighborhood be oriented around a single central green or neighborhood park that would provide a strong focus for the development. While the plan emphasizes the importance of connecting this park with surrounding neighborhoods (e.g., Burbank, St. Leo's) by means of public streets and pedestrian ways, it is also important that the park be defined and activated on all sides by future residential and mixed-use development. The programmatic and design criteria for this open space are discussed in detail in the Community Facilities Element of the plan.

If Auzerais Avenue is maintained in its present alignment, the plan recommends that the 2.5-acre park be situated within the Sears property. Alternatively, two separate parks could be provided on the Sears and Saddlerack parcels. In this case, a pocket park, no smaller than 0.5 acres, situated along the southern edge of Auzerais Avenue is recommended on the Saddlerack property. The design of this park should include local streets along its remaining three sides to ensure public access, and it should be configured as a central amenity with residential development surrounding it. Similarly, a park of at least 2.0 acres should be provided on the Sears property in a configuration similar to that of the central green proposed by the plan.

POLICY 2.4: A pattern of streets and pedestrian ways should promote an active

ground-level environment with strong linkages to surrounding areas.

Like the Cahill West subarea, the Sears/Saddlerack neighborhood is envisioned as an extension of the surrounding fabric of commercial and residential uses. To avoid the creation of an isolated and internalized development project, the plan calls for the extension of public streets and pedestrian ways into the subarea, and for the neighborhood park to be surrounded on all sides by local streets that assure convenient public access and visibility. More specifically, local streets with generous provisions for pedestrian movement and active ground-level uses should be provided to the new neighborhood park along the western extension of Auzerais Avenue, the eastern extension of Douglas Street from the Burbank neighborhood, and the portion of Auzerais Avenue west of the park. However, as discussed in the Circulation Element, these streets should be designed in a manner which will prohibit through-movement of vehicles within adjacent neighborhoods. For example, vehicular circulation from the Sears site via an extension of Douglas Street should occur only through right turns in and out of the property. In addition, the plan suggests that a pedestrian way be extended south from Grand Avenue to create a linkage between the park and residential and commercial uses, and to provide the St. Leo's neighborhood with a strong visual corridor leading to the park. Additional vehicular and pedestrian access should be provided from the perimeter streets surrounding the neighborhood by means of pedestrian-friendly passages and mews. The Circulation Element of the plan describes alternative street alignments for the Sears/Saddlerack property.

POLICY 2.5: A rich system of on-site common spaces and amenities should be encouraged to create an attractive and livable residential environment.

To augment the neighborhood park and the system of public streets and pedestrian ways that

connects it with the surrounding area, individual development projects should incorporate a rich system of on-site amenities, including pool and patio areas, courtyards, gardens, roof terraces, etc., that promotes the livability of the area.

POLICY 2.6: A diversity of multi-family housing types and a mixture of rental and ownership housing should be encouraged.

Although this area provides opportunities for the development of a contiguous and cohesive neighborhood, it is not the intention of the plan to create a homogeneous development. Rather, a range of multi-family housing types is encouraged to support a diverse population of single people, families and senior citizens. Townhouses, walk-up flats, apartments and condominiums, in a mixture of ownership and rental projects, are encouraged.

POLICY 2.7: Commercial uses along West San Carlos Street should be encouraged to reinforce the Neighborhood Business District.

West San Carlos Street, which forms the northern edge of the Sears/Saddlerack subarea, is one of San Jose's Neighborhood Business Districts that has been targeted for revitalization through streetscape improvements and economic investment. A key objective of the Midtown Specific Plan is the enhancement of the Neighborhood Business Districts. To this end, and in order to fulfill the need for convenient neighborhood shopping within the area, the plan calls for the creation of local-serving retail uses oriented to West San Carlos Street. As indicated in the illustrative plan, these uses could include a supermarket, a drug store, and other neighborhood-serving commercial uses that strengthen the viability of West San Carlos Street. The commercial uses could be freestanding up to a 250-foot depth from the West San Carlos Street frontage or configured as ground-level establishments with residential above. In either case, the plan calls for these uses to be oriented to the street and for surface parking to be situated away from the street, to

the maximum extent possible, to ensure an active pedestrian environment. Should structured parking prove infeasible, surface parking may be extended into the area designated for residential use consistent with General Plan Residential Land Use Policy #10, but only up to a depth of 400 feet from West San Carlos Street.

POLICY 2.8: Building types should promote a visually diverse and rich fabric, and reinforce the neighborhood scale and pedestrian orientation of the district.

The Sears/Saddlerack subarea should be designed with a diversity of building types that provides visual interest and variety, and that avoids the appearance of a monolithic development. Buildings should be highly articulated and varied, with different heights to create an interesting silhouette and a range of materials; individual units or clusters of units should be expressed through the use of scale-giving elements such as bay windows, chimneys, porches, balconies, sloping roofs and gables. The ground-level treatment of commercial and residential buildings, particularly along local streets, pedestrian ways and the neighborhood park, should be active, with shopfronts and residential entries and porches.

POLICY 2.9: Parking and servicing facilities should be well integrated within development, and should not detract from the pedestrian environment and neighborhood character of the area.

Development should be designed to provide convenient service and parking access that does not detract from the pedestrian nature of the area. The plan calls for parking facilities to be encapsulated within buildings to reduce their visual impact, and for at-grade garages to be limited and consolidated in pedestrian-friendly auto courts and mews. Open surface parking should be limited and decentralized, to the maximum extent practicable, and located away from public streets and pedestrian ways.

Urban Design Guidelines

Height and Massing

Maximum Height: The predominant height of development within this subarea should be three to four floors. An overall maximum height of 65 feet or five floors is permitted, but these taller portions should be dispersed as visual landmarks to provide variation in silhouette.

Streetwalls and Stepbacks: The height of streetwalls should be scaled carefully to promote a comfortable pedestrian environment and create continuity and coherence along public streets. New residential or commercial development should have a maximum streetwall height of 40 feet or three floors above parking, whichever is less. Development above this height should be stepped back by approximately five feet for a minimum of 75 percent of the frontage and be accompanied by architectural expression (e.g., loggia, deck, cornice, sloping roof, etc.).

On-Site Open Space

To supplement and extend the central green and neighborhood park (described in detail within the Community Facilities Element), new residential development should provide private open space for the use of residents within individual development projects. For each dwelling unit, a minimum of 60 square feet of private outdoor space (e.g., balconies, terraces, patios) and 100 square feet of usable common space (e.g., courts, pool decks, garden areas, etc.) should be provided onsite.

Setbacks and Build-to Lines

Setbacks Along West San Carlos Street:

Along West San Carlos Street, at least 60 percent of the frontage should have commercial development built to the property line to promote retail continuity within the Neighborhood Business District.

Setbacks Along Race Street and Meridian Avenue: Along Race Street and Meridian

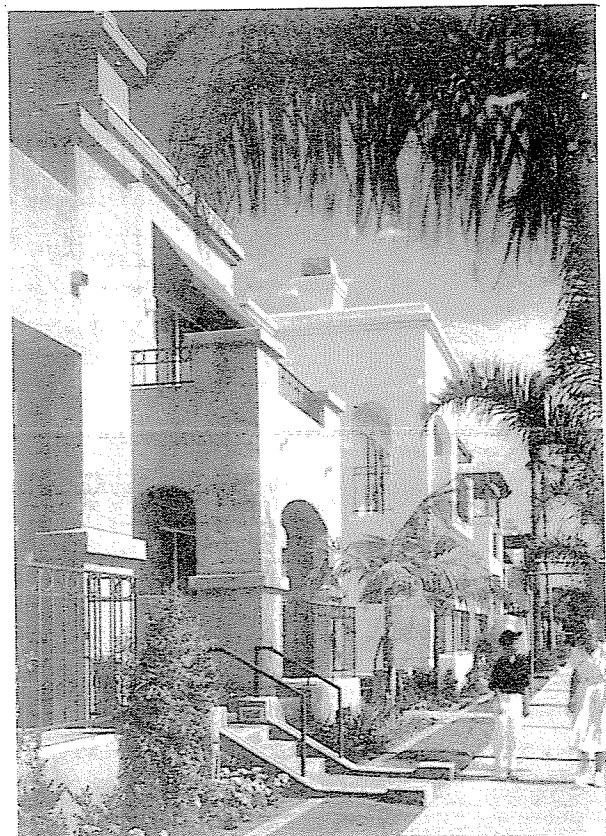
Avenue, commercial development should be built to a 10-foot setback line, allowing for landscaped areas along inactive frontage and paved pedestrian areas adjacent to building entries and storefronts.

Setbacks Along Residential Streets: In general, residential development should be built to a 10-foot setback from public streets. Within this setback area, encroachments including stoops, porches, gardens, bay windows, etc. will be encouraged up to a maximum of 60 percent of the total area. The setback areas should be well landscaped with low hedges and flowering shrubs that create diversity and interest along the street.

Commercial Street Frontage Treatment

West San Carlos Street Frontage:

Uninterrupted and untreated blank walls and surface parking areas are discouraged along the West San Carlos Street frontage. If a supermarket and/or large drug store is incorporated along



New residential development should create a positive relationship with the street.

West San Carlos Street, the building siting should allow storefronts and entries to be oriented to both West San Carlos Street and the north-south pedestrian way that extends Grand Avenue south into the neighborhood.

Storefront Treatment and Materials: To the extent practical, commercial buildings should utilize storefronts that provide views to interior activities. Where this is not feasible, facades should be designed with materials and treatments that offer visual interest to the pedestrian. The use of materials such as stone, tile, masonry and terra cotta, which are pleasant to the touch and offer color and variation, is encouraged. The use of awnings is encouraged to provide shelter, shade and color along storefronts.

Residential Street Frontage Treatment

Ground-Level Units Oriented to Street: Ground-level residential development along the street frontage of the planned neighborhood park should, to the extent possible, incorporate townhouse-type units that have their primary entries oriented to the street, at intervals no greater than 50 feet.

Relationship of Units to Street: Along these frontages, the elevation of ground-level residential townhouse units should be no less than three feet and no more than five feet above grade. Ground-level residential uses along these streets should include entry porches, stoops and/or porticos within the required 10-foot landscaped setback area. Such porches should be shared by no more than four units, which could include townhouses as well as walk-up flats. The remainder of the setback area should be well landscaped. The use of ornamental gates, hedges and railings is encouraged along the property line at the street.

Residential Uses Along Arterial/Collector Streets: Along Race Street, Meridian Avenue and the realigned Auzerais Avenue, residential development should be separated from the street by a generously landscaped 10-foot setback. While townhouse units are not encouraged

along these frontages, entry lobbies to upper-level apartment and condominium units and/or to common facilities (laundries, community rooms, etc.) are encouraged on Race Street and Meridian Avenue to create interest and variation along the street. Residential development along the realigned Auzerais Avenue may be designed to minimize the relationship to the street.

Expression of Building Base: Along all frontages, ground-level residential uses should establish a strong building base. If depressed parking is located at the base of a residential building, it should be carefully designed as an integral part of the building and should be encapsulated by other uses or screened from view by ornamental grates and landscaping.

Architectural Treatment and Materials

Although the Sears/Saddlerack area is comprised of two major land assemblies, the architectural treatment of buildings within it should provide for variation and diversity. More specifically:

Articulation of Building Plane and Silhouette: The architectural treatment of residential buildings should be highly varied and articulated, avoiding the appearance of monolithic projects. Individual units and/or clusters of units should be clearly expressed through overall massing and roof treatment, as well as changes in building plane, colors and/or materials. The use of bay windows, dormers, balconies, chimneys and sloping roofs is encouraged to achieve this variety and articulation.

Frequent Changes in Facade: In order to create a lively street frontage, residential buildings should have a maximum perceived length of 125 feet to discourage long and monotonous facades. The facades should be modulated every 50 feet and, whenever possible, should be broken down into smaller discrete elements. Devices such as floor level variation, fenestration changes, building height variation, and the introduction of varied architectural elements are strongly encouraged along public streets and pedestrian ways.

High Quality Window Treatments:

Fenestration of all residential buildings should employ a punctured wall treatment, with high quality window casings that are recessed from the building face to provide shade and detail.

Articulated Roof Treatment: Roofs should be treated as a distinct architectural element of the buildings. Pitched and gabled roofs, dormers, and projections including cornices and brackets are strongly recommended to create a distinctive silhouette. Mechanical equipment should be concealed from view through roof design that is architecturally integrated with the remainder of the building.

Freestanding Commercial Buildings: The architectural treatment of commercial and retail buildings along West San Carlos Street should be varied and articulated to create interest and diversity. To the maximum extent practical, the ground floor should be transparent and open in nature. Parapets and roofs should be designed with decorative elements to provide for additional articulation and interest. All mechanical equipment should be screened from view and architecturally integrated within the roof treatment of the building.

Building Materials: Buildings should convey solidity and durability, and employ materials that are in keeping with their character and type. High quality clapboard wall treatments, precast concrete, brick and stucco are considered appropriate for mixed-use residential development; freestanding commercial buildings should employ high quality masonry, stucco, or precast concrete. For all building types, high quality materials (e.g., stone, tile and terra cotta) are encouraged to accent architectural features (e.g., mouldings, cornices, chimneys, etc.) and to provide interest and detail within the view and touch of pedestrians.

Parking and Service Areas

Off-Street Standards: For all uses, off-street parking standards should comply with the City of San Jose Zoning Ordinance.

Parking facilities within the Sears/Saddlerack subarea should be carefully designed to maintain an active street-level pedestrian environment and be visually unobtrusive. More specifically:

Surface Parking for Commercial Uses:

Within 200 feet of West San Carlos Street, surface parking will be permitted to serve the commercial portions of the development. However, to the maximum extent possible, the majority of this parking should be located away from public pedestrian ways along West San Carlos Street and the north-south linkage that will extend Grand Avenue into the new neighborhood. Additional parking required to serve commercial development is encouraged to be located within below-grade structures or above commercial uses in architecturally integrated and screened rooftop structures.

Treatment of Parking in Lower Density

Development: Residential parking should be carefully configured to promote an active pedestrian and neighborhood environment. Well-designed auto mews and parking courts leading to individual garages and “tuckunder” parking areas can be employed for the lower range of residential densities described in the Specific Plan, provided that the design of these parking facilities conforms with the “Residential Design Guidelines of the City of San Jose” and contributes to the creation of a rich system of pedestrian ways and passages through the neighborhood.

Parking Structures in Higher Density

Development: Higher density residential development (i.e., greater than 30 dwelling

units per acre) will require the use of parking structures. These facilities should be designed as an integral part of the residential buildings, within below-grade podium structures or above-grade structures that are encapsulated by ground-level uses. Below residential buildings, parking floors should be at least partially depressed with no more than the upper three feet of the parking level exposed above grade. Such parking must be screened from predominant public view and architecturally integrated into the overall building through the use of ornamental screens and other architectural elements. While landscaping is encouraged as a visual screen, it should not be the sole method employed.

Access to Parking Facilities: Access to parking facilities should be carefully located within the area to encourage an even distribution of traffic and promote continuity in the pedestrian environment. In general, curb cuts and driveways should meet City standards. Driveways should be a minimum of 50 feet from minor street intersections; for other intersections, the distance will vary depending upon traffic conditions. No more than 150 parking spaces should be served from a single driveway or parking access point.

Loading and Service Areas

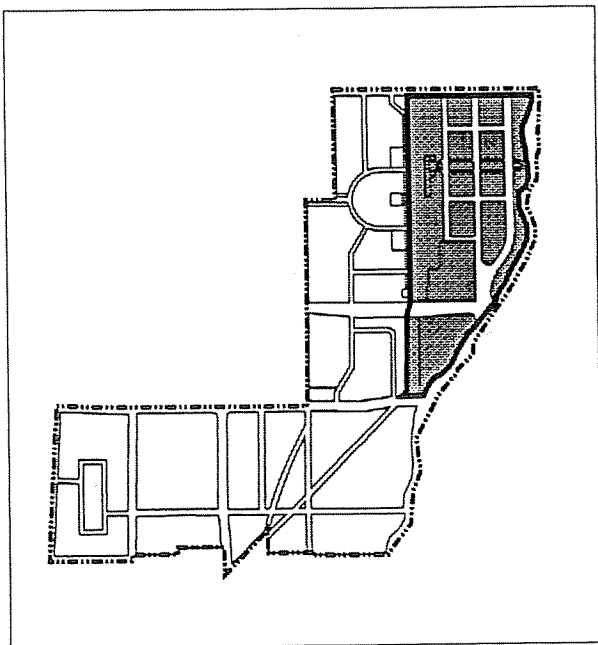
Off-Street Standards: Standards for off-street loading and unloading areas should comply with the City of San Jose Zoning Ordinance.

Orientation of Truck Docks and Service

Areas: Truck loading docks should be designed as an integral part of development and should not be oriented to any public right-of-way or open space amenity. All exterior garbage and refuse facilities and mechanical equipment should also be screened from public view in a manner that is compatible with the overall building design and streetscape treatment of the development.

Alleys and Service Lanes: Where appropriate, the use of alleys is encouraged to provide access to parking, service and garbage areas. However, in such cases, these alleys should be designed to be attractive movement corridors perpendicular or parallel to the street grid, with a minimum width of 20 feet, or 26 feet if turning movements need to be accommodated or if fire trucks require access. Provisions for landscaping and lighting should be included in the design of the alleys.

Cahill East Subarea



OBJECTIVE 3: *Intensify development surrounding Cahill Station in a manner to promote the area as a mixed-use transit district, with appropriate height and intensity transitions to Los Gatos Creek.*

The Cahill East subarea is bounded by Santa Clara Street on the north, Los Gatos Creek on the east, West San Carlos Street on the south, and the main line railroad tracks on the west. As the major terminal for commuter rail service to San Francisco, the Peninsula and Gilroy, Cahill Station provides a strong activity focus for the area. The completion of the Community Arena, located immediately to the north of the area, will further establish the Cahill East area as a major destination. The regional significance of this area, in combination with the considerable levels of public transit that are planned, makes it an ideal location for higher intensity employment and residential uses that can reinforce the area as an important transportation hub. To this end, the plan envisions a mixed-use pedestrian district with Cahill Station as a prominent civic landmark at its heart. Ground-level commercial and

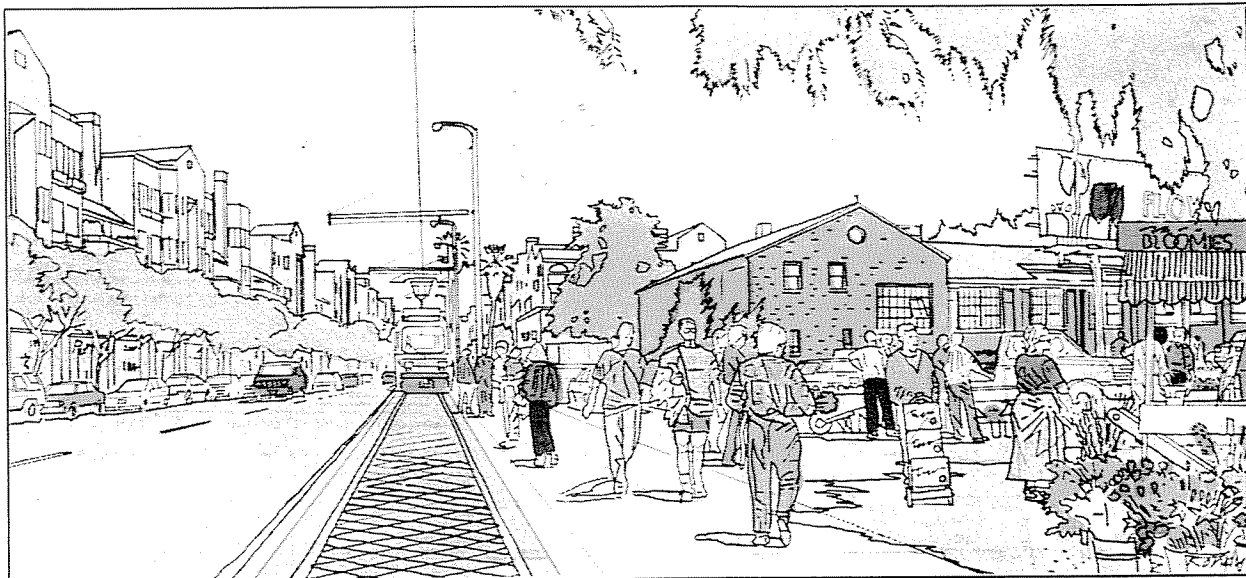
entertainment-oriented uses will serve Arena and station patrons as well as nearby residents and employees, and promote an active day and nighttime environment.

The plan recognizes that the buildout of the Cahill East area will take many years, and that existing uses and buildings will remain within the area for the foreseeable future. Much of the area between Cahill Station and the Community Arena will be developed for surface parking in the immediate term; existing auto and light industrial uses will continue to be viable for a period of time. In advance of more intensive commercial and residential uses, the plan allows transitional neighborhood-serving activities in existing buildings (e.g., retail commercial, home improvement establishments, artist studios and galleries, live/work housing, and professional offices) that will enhance the identity of the area. Transitional uses also offer opportunities for the preservation of historic and architecturally valuable structures.

As existing automotive and light industrial uses change along Autumn Street, the plan calls for Los Gatos Creek to be enhanced as a recreational and riparian corridor, with the ultimate goal being the completion of the Los Gatos Creek Trail system connecting the bay with the hills. To enhance the unique character of the creek and maintain its open space qualities, development will transition downward in scale and intensity to the creek edge.

POLICY 3.1: *As market forces dictate and as opportunities arise, publicly owned properties adjacent to Cahill Station should develop to higher intensity uses; parking structures should be integrated within development to maintain or increase the capacity of existing surface parking areas.*

POLICY 3.2: *To the extent feasible, single-purpose transportation and parking facilities should be concentrated west of Cahill Street, adjacent to the railroad right-of-way.*



The Cahill East subarea will include a mixture of new and existing uses oriented to transit.

Santa Clara County and the City of San Jose have acquired approximately six acres of land south of Santa Clara Street between Cahill and Autumn Streets to provide a total of 650 surface parking spaces to serve Cahill Station and the Community Arena. In order to promote an intensity of activity surrounding Cahill Station, the plan views these properties as future joint development sites that will maintain equivalent parking capacities while introducing a significant employee population that could benefit from the high levels of transit service. To this end, present use of these strategic properties should not foreclose future joint development opportunities that could promote the area as a vital mixed-use district. To the extent possible, single-purpose facilities like parking structures and transportation terminals should be concentrated in areas where such joint development would be less likely, like the portion of the subarea west of Cahill Street, adjacent to the railroad right-of-way.

POLICY 3.3: High-density residential development should be encouraged within Cahill East to create a diverse mixed-use transit district; however, such uses should be situated in the southern portion of the subarea (south of West San Fernando Street), removed from the Community Arena.

The development of high-density residential uses in close proximity to rail and transit facilities is a major objective of the Midtown Specific Plan. However, to promote a successful and livable new neighborhood in Cahill East, residential development is limited to the Transit-Oriented Mixed-Use area south of the realigned West San Fernando Street to minimize potential noise and traffic impacts generated by the Community Arena and Cahill Station.

POLICY 3.4: The pattern of development within Cahill East should maintain and extend the existing block pattern to provide a strong pedestrian environment, and to retain for the future a connection with the area's past.

In order to promote a multiplicity of pedestrian routes and experiences between Cahill Station and the surrounding areas, the plan calls for the fine-grained block pattern defined by Cahill, Montgomery and West San Fernando Streets to be extended throughout the subarea. The creation of superblocks that internalize development and that channelize vehicular and pedestrian movement is discouraged.

POLICY 3.5: New development within the Cahill East area should promote an active and secure pedestrian environment.

Because of the high levels of transit service that are expected within this area, it is important that new development be designed to strengthen the pedestrian experience and promote strong linkages with the downtown, Community Arena and adjacent neighborhoods. Street-level shopfronts, cafes, restaurants, and other active people-oriented uses are encouraged along the major pedestrian corridors leading to Cahill Station, including the realigned West San Fernando Street, Santa Clara and Montgomery Streets.

POLICY 3.6: Cahill Station should be enhanced as a major historic and visual landmark within the Cahill East subarea.

The Downtown Strategy Plan 2010 recognizes the citywide significance of Cahill Station and proposes the realignment of West San Fernando Street northward to terminate at the station. This improvement would significantly enhance the visual and civic prominence of Cahill Station, and create a more direct pedestrian and vehicular linkage with the downtown core. The Midtown Specific Plan strongly endorses this improvement, viewing West San Fernando Street as a major gateway to Midtown. The plans for the realignment of West San Fernando Street include a wide landscaped median extending from the face of Cahill Station to just east of Autumn Street. The installation of public art works is encouraged within this median, particularly within the triangular portion east of Autumn Street, to enhance the view corridor to the station and to create a distinctive gateway to Midtown. The plan further reinforces the significance of Cahill Station through design guidelines that call for new development to visually “frame” the historic station in a complementary manner.

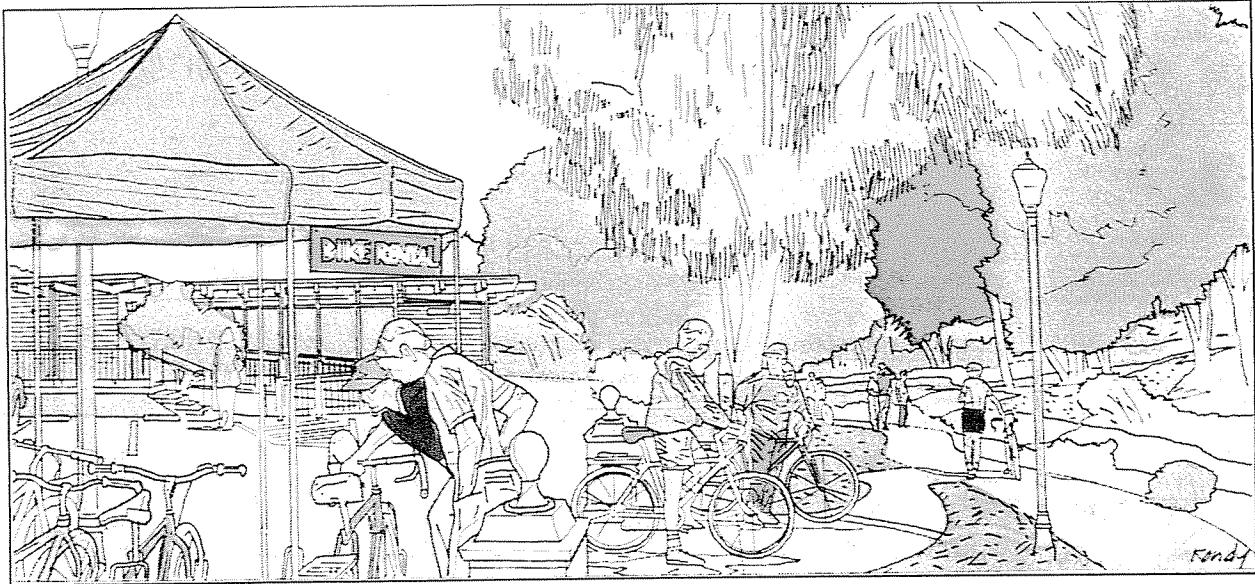
POLICY 3.7: Within the numerous warehouse structures of the Cahill East district, a range of neighborhood-serving transitional uses is encouraged in advance of future development.

The Cahill East area contains several industrial and warehouse structures that contribute to

the unique image and identity of the area. As an incentive to preserve such buildings (e.g., Navlet’s Flowers), and as a means of encouraging viable uses and activity in advance of more intensive development, the plan encourages the reuse and/or expansion of these structures for a range of neighborhood-serving uses, including: home improvement establishments, live/work housing, artist/artisan studios, galleries, workshops, retail establishments, etc. These uses could provide appropriate transitional activities, establish a distinctive image for the area, and make way for more intensive residential and commercial development in the future.

POLICY 3.8: The scale and character of new development east of Autumn Street should enhance Los Gatos Creek as a public-oriented recreational resource and as a natural riparian corridor.

Los Gatos Creek provides a distinctive eastern edge to Midtown and Cahill East, offering the potential for a major amenity that will enhance the area as an important regional destination. Currently, however, the creek is largely inaccessible due to private properties along its length. The City has a long range plan for the implementation of a trail system along the three and one-half mile length of Los Gatos Creek within San Jose as part of a regional system of greenways linking the bay with the hills. While portions of this system have been completed outside of Midtown, the presence of existing businesses within the planning area is likely to preclude completion in the foreseeable future. The plan encourages new development that may occur along Los Gatos Creek to orient buildings and activities in a manner that achieves the objectives of the Los Gatos Creek Trail Master Plan. These objectives include the preservation of the natural riparian character and habitat and the construction of a continuous system of public access along its length. Ground-level uses should be active in nature and “open up” to the creek to maximize public exposure. Commercial/recreational uses (e.g., restaurants, shops, bike



New development along Los Gatos Creek will be encouraged to introduce commercial/recreational uses and should be set back to create a continuous jogging trail and bikeway.

rentals, etc.) that enhance the public orientation of the creek are encouraged.

POLICY 3.9: Public agencies that acquire properties along Los Gatos Creek for transportation or other purposes should be encouraged to dedicate surplus portions for open space and the completion of the Los Gatos Creek Trail system.

Several transportation improvements have been identified by various public agencies for the Cahill East area that may involve right-of-way acquisition along Autumn Street and Los Gatos Creek. For instance, several agencies are working together to consider the construction of a "tail track" that may extend LRT service along the eastern side of Autumn Street from West San Fernando Street to Santa Clara Street and the Arena. In addition, the Downtown Strategy Plan has identified the potential widening of Autumn Street to complete the proposed Riverfront Road. If such right-of-way acquisition is pursued by

these or other agencies, the plan encourages surplus portions of property adjacent to Los Gatos Creek to be utilized for open space purposes.

POLICY 3.10: Existing public and private property owners should be asked to consider the establishment of public access easements along Los Gatos Creek.

Where feasible and appropriate, the plan encourages the establishment of public access easements within public and private properties along Los Gatos Creek for the construction of jogging trails and pedestrian ways. Such an easement could be achieved, for instance, along the eastern edge of the City's Fire Training Facility between Park Avenue and West San Carlos Street. As discussed in the Community Facilities Element, the plan encourages the ultimate relocation of this use and the creation of a community park at this location. Such a park would significantly contribute to the enhancement of Los Gatos Creek as a recreational resource.

Urban Design Guidelines

Height and Massing

General Commercial (GC) and Transit-Oriented Mixed-Use (TMU) Designated Land

On Cahill East properties designated for General Commercial or Transit-Oriented Mixed-Use development, the following height and massing guidelines apply:

Los Gatos Creek Frontage: Development located east of Autumn Street along Los Gatos Creek should be no higher than 35 feet or two floors, whichever is less.

Maximum Height West of Autumn Street: General Commercial or Transit-Oriented Mixed-Use development located between Cahill Street on the west, Santa Clara Street on the north, Autumn Street on the east, and Park Avenue on the south should have a predominant building height of three to four floors, or 50 feet; within this area, buildings will be allowed to a maximum height of 120 feet, provided that such building elements do not have a floorplate greater than 25,000 square feet in area.

Relationship to Cahill Station: Along the realigned West San Fernando Street, all development should have a maximum streetwall height of 35 feet, or two floors, to ensure the visual dominance of Cahill Station. Development above this height should be stepped back by approximately 40 feet.

Streetwalls and Stepbacks: Along Park Avenue, Santa Clara, Cahill and Montgomery Streets, and the west side of Autumn Street (and all other local streets that are constructed within the area), a maximum streetwall height of 40 feet is recommended. Development above this height should be stepped back by approximately five

feet, accompanied by architectural expression (e.g., loggia, deck, cornice, sloping roof, etc.).

Public/Quasi-Public (PQP) Designated Land

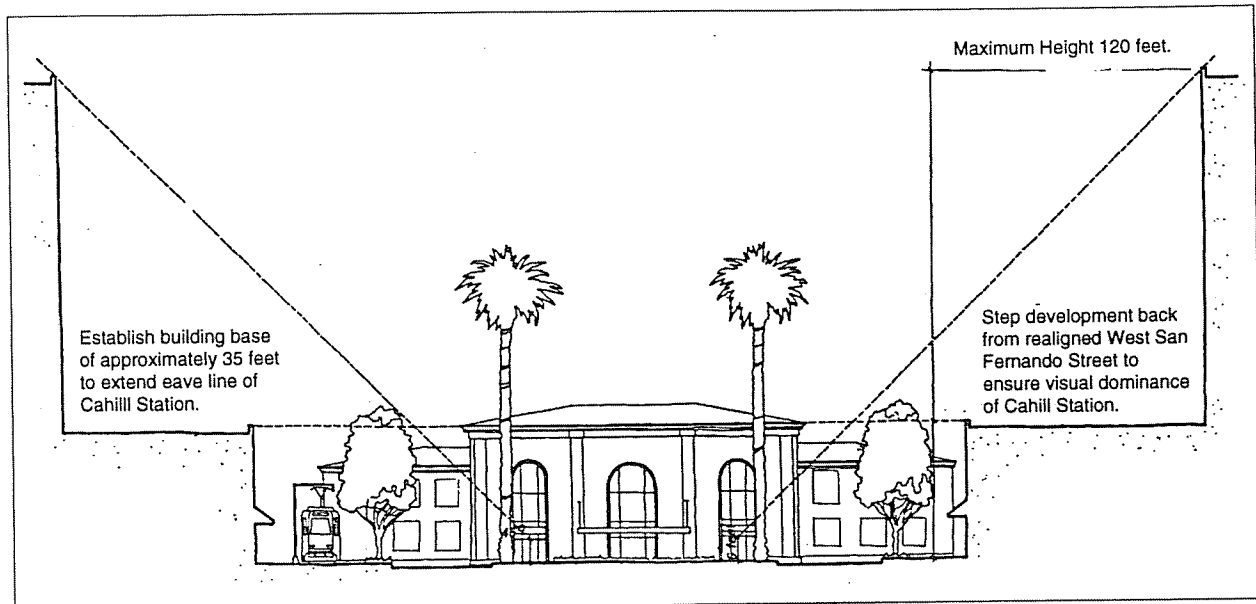
Land designated for public/quasi-public uses along the railroad right-of-way should not exceed a building height of 40 feet in order to maintain a compatible scale relationship with Cahill Station.

Setbacks and Build-to Lines

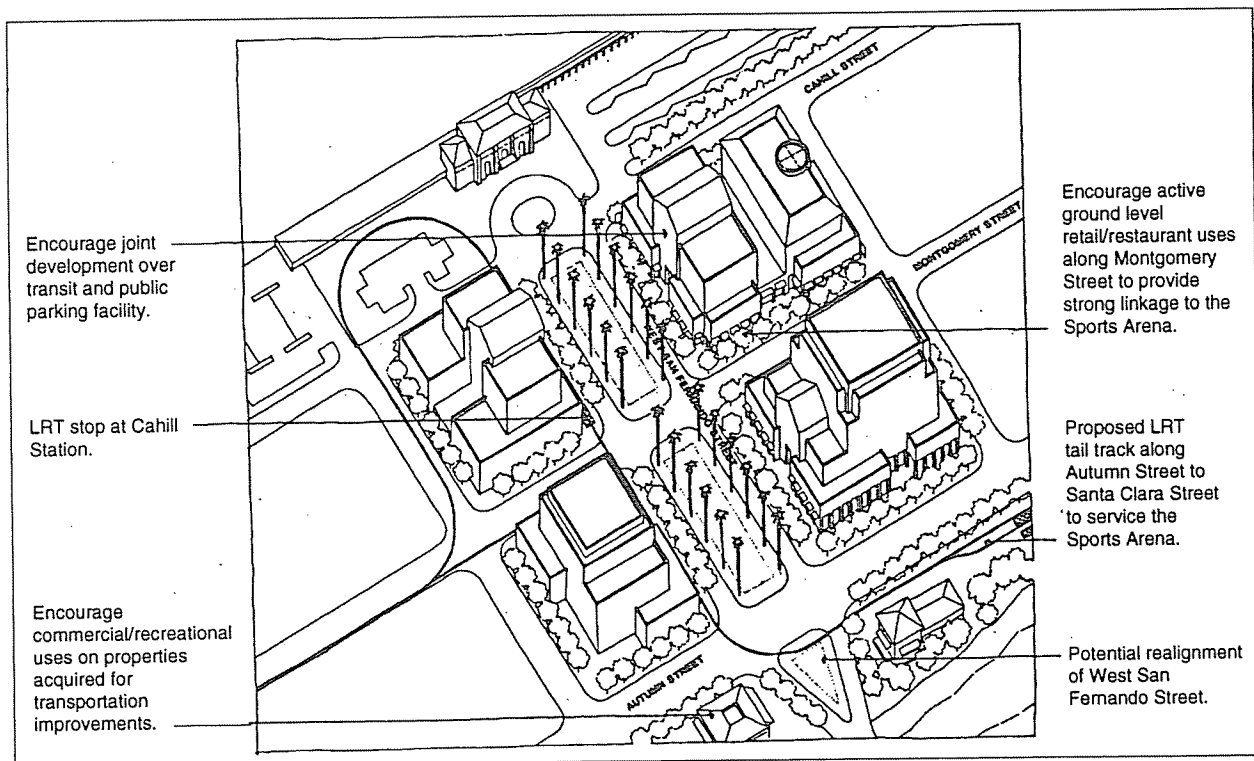
General Commercial (GC) Designated Land

Setbacks for Development Along Los Gatos Creek: In conformance with the “Commercial Design Guidelines of the City of San Jose,” commercial development along Los Gatos Creek should incorporate the natural riparian corridor of the site into the development. More specifically, restaurants and outdoor dining areas should front on the creek to create a connection between the amenity and the project. In addition, new development should be set back from the rear property line by at least 20 feet to allow for the implementation of the Los Gatos Creek Trail system. New development should be set back from the side property lines by 10 feet to promote views and access to the creek. On the east side of Autumn Street, no front setback is required.

Setbacks for Development West of Autumn Street: In order to promote well-defined and cohesive street frontages that extend the existing pattern of activity from downtown San Jose, commercial development should generally be built to the property line of public streets within the Cahill East area west of Autumn Street. Along Santa Clara Street, Montgomery Street and the realigned West San Fernando Street, setbacks of up to 10 feet are encouraged to support outdoor cafes and retail extension areas that promote active street frontages and reinforce the entertainment role of the area.



Relationship of new development to Cahill Station



Cahill Station area

Transit-Oriented Mixed-Use (TMU) Designated Land

Setbacks for Commercial Development:

Setbacks for commercial buildings on properties designated for transit-oriented mixed-use development should comply with the setback guidelines above (Setbacks for Development West of Autumn Street).

Setbacks for Mixed-Use Residential

Development: New residential development located south of the realigned West San Fernando Street should be set back from the property line by 10 feet. Within this setback, landscaping and encroachments in the form of marquees, canopies, bay windows, etc. are encouraged to lend visual diversity to the street.

Setbacks Between Residential and

Nonresidential Uses: The interfaces between residential and nonresidential uses must be carefully designed to protect privacy and quiet for residents, and freedom to conduct commercial and existing industrial activities for business operators, to the greatest degree feasible given the incompatibilities inherent in the relationships.

The fine-grained mix of residential and commercial development planned for the area presents some difficult interface issues which cannot be addressed by primary reliance on setbacks for compatibility between uses. While setbacks are still appropriate, compatibility between uses should be based on the relationship of activities. Window and door openings, particularly nonresidential doors, along residential/nonresidential property lines should be kept to a minimum (residential side) or substantially avoided (nonresidential side). Unless side walls have no openings, all development should maintain an average 10-foot (minimum 5-foot) sideyard setback; no sideyard setback is required if side walls have no openings. All development should maintain a 25-foot rear setback except, nonresidential development may employ a reduced setback adjacent to properties that are not reasonably expected to develop with residential uses.

Nonresidential entrances, primary activities and service activities should be oriented, to the extent possible, away from residential buildings and properties with some realistic expectation of future residential development. New residential development, on the other hand, should take the responsibility of mitigating, to the greatest extent possible, any potential negative impacts of one use on the other. Potential mitigation measures to be employed by both residential and nonresidential development include: increased setbacks, masonry walls, landscaping, parking facilities, minimum or no side or rear wall openings, and generally orienting incompatible activities away from each other. Separation may be achieved vertically as well as horizontally.

Public/Quasi-Public (PQP) Designated Land

Cahill Street Frontage: Buildings along the west side of Cahill Street and along West Santa Clara Street should be set back from the property line of the street by 10 feet, unless active pedestrian-oriented uses including shops, restaurants, etc. are provided, in which case development is permitted to build to the sidewalk property line. Setback areas should be well landscaped and/or provide for the extension of the sidewalk and pedestrian areas as appropriate.

Commercial Street Frontage Treatment

General Commercial (GC) and Transit-Oriented Mixed-Use (TMU) Designated Land

Throughout the Cahill East subarea, ground-level commercial uses are encouraged to promote an active and vital pedestrian environment. More specifically:

Storefront Treatment and Materials:

Clear, untinted glass should be used to allow for maximum visual interaction between public areas and the activities within. The ground level should achieve maximum transparency, avoiding areas of blank walls. Materials along storefronts should

be carefully selected to be of a high quality and appropriate to the pedestrian realm. The use of materials such as stone, tile, masonry and terra cotta, which are pleasant to the touch and offer color and variation, is encouraged. The use of awnings is encouraged to provide shelter and shade along storefronts.

Orientation and Frequency of Entries:

Building walls at the street level should be open in character. All commercial uses should have their primary entrances oriented to the street, and entrances should be spaced no more than 50 feet apart.

Expression of Building Base: As the base of commercial and mixed-use development, commercial uses should be articulated as a distinct part of the building facade, with materials and treatments that offer visual interest to the pedestrian.

Public/Quasi-Public (PQP) Designated Land

Ground-Level Uses Along Cahill Street:

Public facilities along the west side of Cahill Street are encouraged to incorporate ground-level commercial uses and promote an active pedestrian environment. Such development should comply with the guidelines for commercial street frontage treatment described above.

Residential Street Frontage Treatment

Transit-Oriented Mixed-Use (TMU) Designated Land

Ground-Level Uses Within Mixed-Use

Development: Because of the high levels of traffic, transit and pedestrian circulation within this area, ground-level residential development is not encouraged in the Cahill East subarea. Rather, ground-level commercial uses or public-oriented activities associated with the residential development (e.g., community room, child care, laundry, sales office, lobbies, etc.) are encouraged to locate adjacent to public sidewalks. Such

activities should comply with the guidelines for commercial street frontage treatment described above.

Architectural Treatment and Materials

General Commercial (GC) and Transit-Oriented Mixed-Use (TMU) Designated Land

Articulation of Residential Development: The architectural treatment of mixed-use/residential buildings should be highly varied and articulated, avoiding the appearance of monolithic projects. Individual units and/or clusters of units should be clearly expressed through overall massing and roof treatment, as well as changes in building plane, colors and/or materials. The use of bay windows, dormers, balconies, chimneys and sloping roofs is encouraged to achieve this variety and articulation.

Frequent Changes in Facade: In order to create a lively street frontage, residential and commercial buildings should have a maximum perceived length of 125 feet to discourage long and monotonous facades. The facades should be modulated every 50 feet and, whenever possible, should be broken down into smaller discrete elements. Devices such as floor level variation, fenestration changes and architectural elements are strongly encouraged along a street. Beltcourses, mouldings, and other architectural elements that provide relief and detail are encouraged.

High Quality Window Treatments:

Fenestration of all commercial and mixed-use residential buildings should employ a punctured wall treatment, with high quality window casings that are recessed from the building face to provide shade and detail.

Articulated Roof Treatment: Roofs should be treated as a distinct architectural element of the buildings. Pitched and gabled roofs, and/or projections such as cornices and brackets, are recommended to create a distinctive silhouette.

Mechanical equipment should be concealed from view through roof design that is architecturally integrated with the remainder of the building.

Building Materials: Buildings should convey solidity and durability, and employ materials that are in keeping with their character and type, compatible with the surrounding neighborhoods. High quality precast concrete, stucco and masonry are considered appropriate for mixed-use residential and commercial buildings within the Cahill East subarea. For all building types, high quality materials (e.g., stone, tile and terra cotta) appropriate to the pedestrian realm should be introduced on the ground level.

Public/Quasi-Public (PQP) Designated Land

Compatibility with Cahill Station: Special consideration should be given to ensure that all development located adjacent to Cahill Station employs architectural treatments and materials that are compatible and complementary with the historic Cahill Station.

Parking Treatment and Access

Off-Street Standards: Off-street parking standards should comply with the City of San Jose Zoning Ordinance.

General Commercial (GC) and Transit-Oriented Mixed-Use (TMU) Designated Land

Parking facilities that support commercial and residential development within the Cahill East district should be carefully designed to maintain an active street-level pedestrian environment and promote this area as a regional transportation hub. The following provisions apply to parking within this district:

Surface Parking: Surface parking lots should be limited to a maximum size of 50 spaces. Existing surface parking areas serving the Community Arena and Cahill Station should be viewed as transitional facilities, to be ultimately replaced by parking structures well integrated and encapsulated within future development. Surface parking areas east of Autumn Street along Los Gatos Creek should be screened from predominant public view and located in areas that do not impede future pedestrian and bicycle circulation along the trail system. Surface parking should be landscaped with one tree for every four spaces.

Parking Structures: Freestanding parking structures are discouraged east of Cahill Street in favor of structures architecturally integrated and encapsulated within development. If freestanding structures are required (e.g., for public Arena and station parking), they should be designed with active ground-level uses and in a manner that will optimize future joint development opportunities.

Access to Parking: Parking entries should meet City standards. Driveways should be a minimum of 50 feet from minor street intersections; for other intersections, the distance will vary depending upon traffic conditions.

Public/Quasi-Public (PQP) Designated Land

Public Parking Facilities: Public parking structures built along Cahill Street should be designed in a manner compatible with the historic station structure, utilizing an architectural treatment on the building facade that screens views to automobiles and creates a complementary building rhythm.

Ground-Level Uses: Public-oriented uses are encouraged along the Cahill Street frontage to screen views to parking and promote an active street environment.

Loading and Service Areas

Off-Street Standards: For all uses, standards for off-street loading and unloading areas should comply with the City of San Jose Zoning Ordinance.

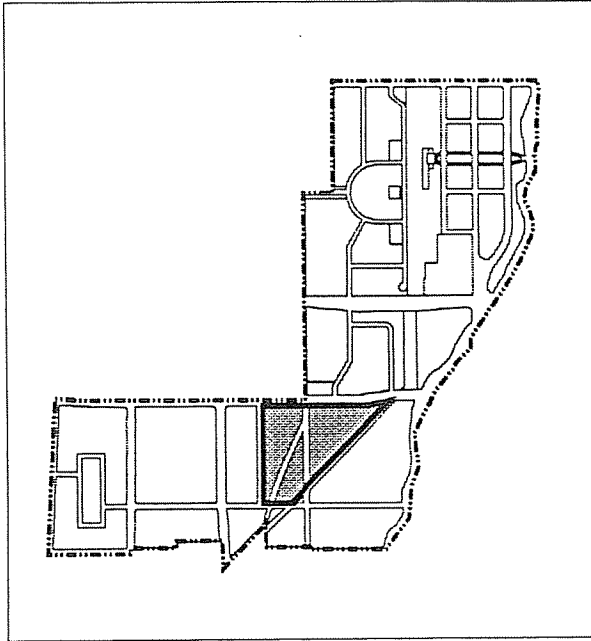
All Designated Land Uses

Orientation of Truck Docks and Service Areas: Truck loading docks should be designed as an integral part of the structures and should not be oriented to any public right-of-way or open space amenity. All exterior garbage and refuse facilities and mechanical equipment

should also be screened from public view in a manner that is compatible with the overall building design and streetscape treatment of the development.

Alleys and Service Lanes: Where appropriate, the use of alleys is encouraged to provide access to parking and service areas. However, in such cases, these alleys should be designed to be attractive movement corridors perpendicular or parallel to the street grid, with a minimum width of 20 feet, or 26 feet if turning movements need to be accommodated or if fire trucks require access. Provisions for landscaping and lighting should be included in the design of the alleys.

Vasona Mixed-Use Subarea



OBJECTIVE 4: *Create a high-density mixed-use activity center surrounding the future West San Carlos Station of the Vasona LRT corridor.*

The Vasona Mixed-Use subarea includes the 5.2-acre County-owned property, the 5.6-acre Cheim Lumber site, and properties between Sunol Street and the future Vasona LRT line (the current Union Pacific right-of-way). Because of the reuse opportunities presented by the two major property holdings and the planned construction of light rail transit along the Union Pacific corridor, this area is well suited for the introduction of higher density residential and/or commercial uses which promote transit patronage and create a node of activity around the planned transit station at West San Carlos and Sunol Streets. The plan encourages innovative housing development within this area, and a vertical mixture of uses that could include ground-level retail and/or upper-level residential and office activities.

POLICY 4.1: *Low-intensity uses should be discouraged within this subarea.*

In order to create a more intensive use of lands within walking distance of the planned Vasona LRT corridor and the West San Carlos Station, new development should achieve the minimum density requirements of the plan. For instance, housing densities should be at least 40 dwelling units per acre to establish a significant resident population in the vicinity of the station. While commercial development will be permitted at densities as low as 0.5 FAR, such development should be configured in a manner that would allow for future intensification to greater densities through the development of surface parking areas or through building additions and upper levels. The plan particularly encourages innovative development with a mixture of residential and commercial uses.

POLICY 4.2: *Innovative and alternative housing types are encouraged within the area.*

Because of the industrial and service commercial uses that surround this area, the plan encourages the consideration of alternative forms of housing that would further enhance the residential diversity of Midtown. In addition to traditional high-density multi-family housing, the area could support: single room occupancy hotels that serve the needs of downtown workers and senior citizens, special purpose and/or cooperative housing for particular groups or interests, and live/work housing provided within new structures.

POLICY 4.3: *The major focus of this area should be the planned LRT station and an active pedestrian plaza connecting it with West San Carlos Street.*

POLICY 4.4: *Active ground-level commercial uses should be oriented to West San Carlos Street and to the proposed pedestrian plaza and LRT station.*

In order to promote the visibility of transit within this area and create an active pedestrian environment leading to the planned LRT station, the plan calls for development to be set back to create a plaza flanking the Sunol and West San Carlos Street intersection. Further, the plan calls for buildings to strongly define this open space and provide ground-level activities that will promote active use throughout the day and night (e.g., shops, restaurants, neighborhood-serving uses). Active uses are also encouraged along the West San Carlos Street frontage to reinforce the Neighborhood Business District.

POLICY 4.5: Parking and servicing facilities should be oriented away from pedestrian and transit areas and/or integrated within development in a manner that preserves the pedestrian continuity of the area.

The pattern of development within the Vasona Mixed-Use subarea should, to the extent possible, reinforce the transit core of the area by locating parking structures and surface facilities away from the LRT station and transit plazas.

Urban Design Guidelines

Height and Massing

Maximum Height: Buildings within the Vasona Mixed-Use subarea should not exceed 90 feet in height. The plan encourages the greatest concentration of height in immediate proximity to the future LRT station and the proposed plaza along West San Carlos Street.

Streetwalls and Stepbacks: The height of streetwalls should be scaled carefully to promote a comfortable pedestrian environment and create continuity and coherence along public streets. New mixed-use residential and commercial developments should have a maximum streetwall height of 40 feet. Development above this height should be stepped back by approximately five feet for a minimum of 50 percent of the frontage and be accompanied by architectural expression



An active plaza is encouraged at the future West San Carlos LRT Station.

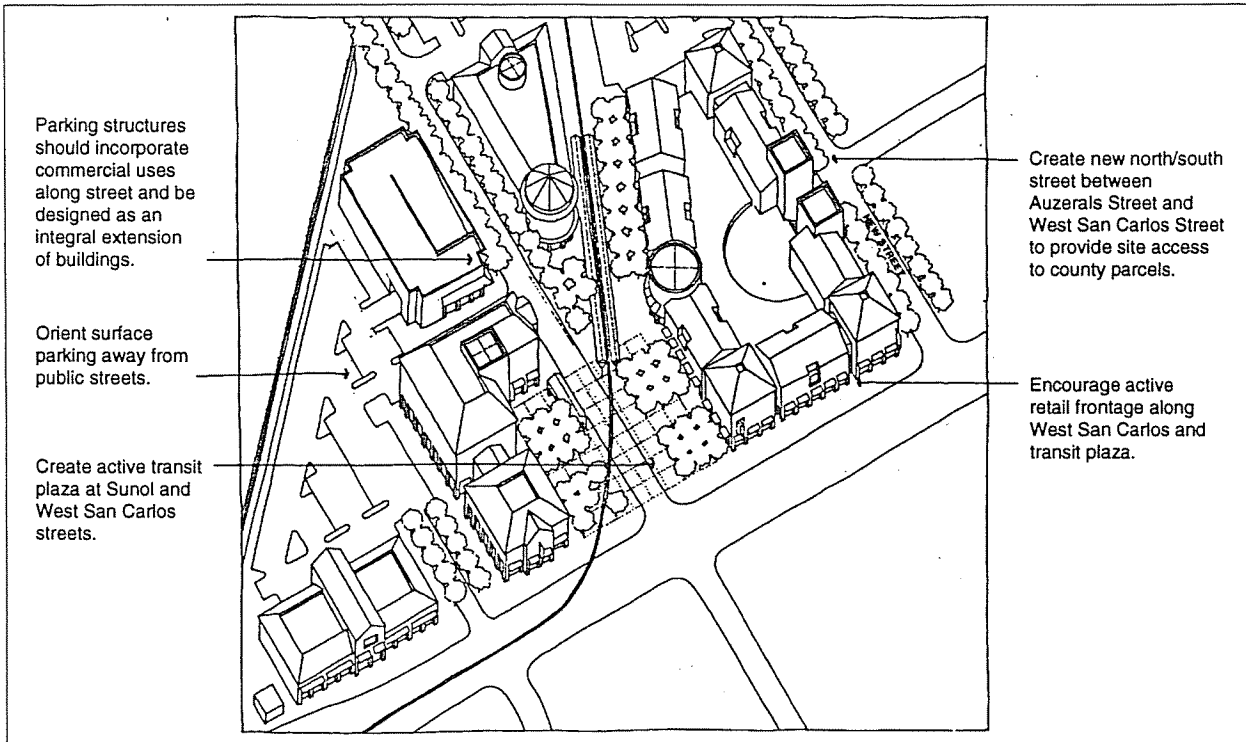
(e.g., loggia, deck, cornice, sloping roof, etc.). Development above 50 feet in height should be restricted to tower elements located at key locations within the development (e.g., at the Sunol-West San Carlos Street intersection fronting on the plaza).

Setbacks and Build-to Lines

Setbacks along West San Carlos Street: To promote well-defined and active street frontages within the West San Carlos Neighborhood Business District, development should generally build to, or very near, the property line along West San Carlos Street.

Setbacks to Create Plaza at Sunol and West San Carlos Street: Development located at the intersection of West San Carlos and Sunol Streets should be set back from each street by approximately 100 feet to create corresponding plazas leading to the future light rail station.

Setbacks to Create a New Local Road Between West San Carlos and Auzerais: Along the western edge of the County property, new development should be set back 70 feet to allow for the construction of a north-south street that will provide separation between potential residential/commercial uses and existing and future industrial and service commercial activities. As discussed in the Circulation Element, this road will also provide the County property with its principal access and on-site



West San Carlos LRT transit plaza

circulation between West San Carlos Street and Auzerals Avenue.

Setbacks Between Residential and Nonresidential Uses: The interfaces between residential and nonresidential uses must be carefully designed to protect privacy and quiet for residents, and freedom to conduct commercial and existing industrial activities for business operators, to the greatest degree feasible given the incompatibilities inherent in the relationships.

The fine-grained mix of residential and commercial development planned for the area presents some difficult interface issues which cannot be addressed by primary reliance on setbacks for compatibility between uses. While setbacks are still appropriate, compatibility between uses should be based on the relationship of activities. Window and door openings, particularly nonresidential doors, along residential/nonresidential property lines should be kept to a minimum (residential side) or substantially avoided (nonresidential side). Unless side walls have no openings, all

development should maintain an average 10-foot (minimum 5-foot) sideyard setback; no sideyard setback is required if side walls have no openings. All development should maintain a 25-foot rear setback, except nonresidential development may employ a reduced setback adjacent to properties that are not reasonably expected to develop with residential uses.

Nonresidential entrances, primary activities and service activities should be oriented, to the extent possible, away from residential buildings and properties with some realistic expectation of future residential development. New residential development, on the other hand, should take the responsibility of mitigating, to the greatest extent possible, any potential negative impacts of one use on the other. Potential mitigation measures to be employed by both residential and nonresidential development include: increased setbacks, masonry walls, landscaping, parking facilities, minimum or no side or rear wall openings, and generally orienting incompatible activities away from each other. Separation may be achieved vertically as well as horizontally.

Setback Between Residential and Railroad

Tracks: Any residential development which occurs within the area should be set back from active railroad tracks (i.e., heavy freight or passenger rail) by a minimum of 100 feet. This setback may be reduced if it can be demonstrated that the project includes adequate mitigations to protect the uses from vibration and noise impacts. In addition, screening treatments, including an eight-foot tall sound wall with adjacent tall and densely planted trees, should be provided parallel with the rail corridor.

Commercial Street Frontage Treatment

Storefront Treatment and Materials: As the base of commercial and mixed-use development, commercial uses should be articulated as a distinct part of the building facade, with materials and treatments that offer visual interest to the pedestrian. Materials along storefronts should be carefully selected to be of a high quality and appropriate to the pedestrian realm. The use of materials such as stone, tile, masonry and terra cotta, which are pleasant to the touch and offer color and variation, is encouraged. Building walls at the street level and facing the public pedestrian plaza should be open and transparent to the maximum extent practical. The ground level should achieve maximum transparency, avoiding areas of blank walls. Clear, untinted glass should be used to allow for maximum visual interaction between public areas and the activities within. The use of awnings is encouraged to provide shelter and shade along storefronts.

Orientation and Frequency of Entries:

All commercial uses should have their primary entrances oriented to the street or the public plaza. To the extent practical, such entries should be located within 50 feet of one another to avoid long expanses of inactive frontage.

Architectural Treatment and Materials

Articulation of Building Plane and Silhouette:

The architectural treatment of commercial and mixed-use/residential buildings should be highly varied and articulated, avoiding the appearance of monolithic projects. Variations in building plane, colors and/or materials, and the use of bay windows, dormers, balconies, chimneys and sloping roofs, are encouraged as appropriate to the particular building type. The use of beltcourses, mouldings, and other architectural elements that provide surface relief is also encouraged.

High Quality Window Treatments:

Fenestration of all buildings should employ a punctured wall treatment, with high quality window casings that are recessed from the building face to provide shade and detail.

Articulated Roof Treatment: Roofs should be treated as a distinct architectural element of the buildings; pitched and gabled roofs, dormers and/or projections such as cornices and brackets are strongly recommended to create a distinctive silhouette. Mechanical equipment should be concealed from view through roof design that is architecturally integrated with the remainder of the building.

Building Materials: Buildings should convey solidity and durability, and employ high quality materials that are in keeping with their character and type. Acceptable materials for commercial and mixed-use buildings within this area include precast concrete (GFRC), plaster and masonry. For all building types, high quality materials (e.g., stone, tile, terra cotta, precast concrete) should be introduced at the ground level. The use of these materials is also encouraged for other architectural elements on the facade (e.g., beltcourses, mouldings, etc.) to provide accents.

On-Site Parking Access and Treatment

Off-Street Standards: Off-street parking standards should comply with the City of San Jose Zoning Ordinance.

Parking facilities within the Vasona Mixed-Use subarea should be carefully designed to maintain an active pedestrian and transit-oriented environment. The following provisions apply to parking within this subarea:

Surface Parking: On-site surface parking should be concentrated away from pedestrian and transit-intensive areas adjacent to the LRT station, proposed plaza, and West San Carlos Street. To the extent possible, such parking should be situated adjacent to the railroad tracks and/or adjacent to existing commercial-industrial areas. Surface parking areas should be planned in a way which will allow for their future intensification and replacement with structured parking.

Parking Structures: Parking structures should be architecturally integrated and/or encapsulated within development. If situated along West San Carlos Street and/or the proposed plaza, provisions should be made for ground-level commercial uses. No sloping floor parking facilities should be visible from streets or public open spaces.

Replacement of Park-and-Ride Lot:

The property owned by Santa Clara County adjacent to the future Vasona LRT station has been planned as a park-and-ride lot. When joint development of this property becomes feasible, an assessment should be made regarding the number of spaces required for transit, and these should be provided onsite as part of the new development.

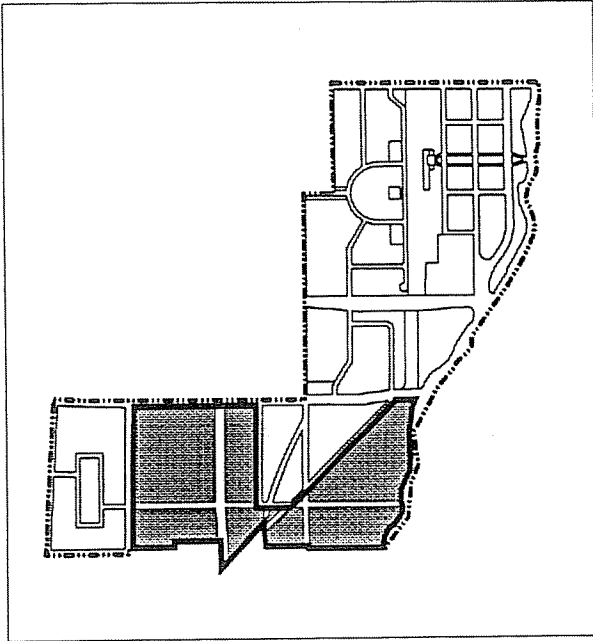
Access to Parking Facilities: Access to parking areas should not occur from West San Carlos Street, but rather from Sunol Street and the new north-south street along the western edge of the County property.

Loading and Service Areas

Off-Street Standards: For all uses, standards for off-street loading and unloading areas should comply with the City of San Jose Zoning Ordinance.

Orientation of Truck Docks and Service Areas: Truck loading docks should be designed as an integral part of the structures and should not be oriented to any public right-of-way or open space amenity. All exterior garbage and refuse facilities and mechanical equipment should also be screened from public view in a manner that is compatible with the overall building design.

Lincoln-Auzerais Subarea



OBJECTIVE 5: *Preserve and intensify existing industrial and commercial-service uses along the Lincoln and Auzerais Avenue corridors.*

The Lincoln-Auzerais subarea surrounds the Vasona Mixed-Use subarea on the south and is bounded by West San Carlos Street on the north, Race Street on the west, existing light and heavy industrial uses south of Auzerais Avenue, and Los Gatos Creek on the west. The area includes many viable industrial and commercial-service uses, including Del Monte's canning facility east of the Southern Pacific Railroad right-of-way, O. C. MacDonald plumbing and mechanical supplies along West San Carlos Street, and numerous other small businesses that benefit from the direct proximity to the freeway system and the downtown. The area is largely oriented to the Lincoln and Auzerais Avenue corridors, which provide linkages to the I-280 and SR-87 freeways and to surrounding areas of the city. The plan calls for the preservation of this subarea for lower intensity industrial supply and service uses, and for incubator commercial and industrial uses that will maintain the viable service role of the district and its distinctive industrial character.

POLICY 5.1: *High-intensity commercial and residential uses should be discouraged within this area to maintain the viability of existing service-oriented businesses.*

The plan encourages a wide range of commercial and light industrial uses that can enhance the existing role of the area as a service-oriented district. In order to discourage land speculation and displacement of existing uses within this area, building intensities are limited to a maximum floor area ratio of 0.5 and housing is not included as a permitted use.

POLICY 5.2: *Retail and people-oriented uses are encouraged along West San Carlos Street to reinforce the existing Neighborhood Business District; to the extent possible, such uses are also encouraged along Lincoln Avenue.*

New development that occurs within the Lincoln-Auzerais subarea should be designed in a manner that promotes commercial continuity along the West San Carlos Street frontage. For instance, retail or office components of industrial and service commercial uses should be oriented to the street, while storage yards and service facilities should be removed and well screened from the street frontage. Lincoln Avenue provides a major gateway to Midtown from the Willow Glen neighborhood to the south, and as such should also, to the extent possible, include public-oriented uses along its length.

POLICY 5.3: *Setbacks and buffers should be established along Race Street and adjacent to the Vasona Mixed-Use subarea, to ensure an appropriate transition to planned residential development.*

Visual screening, by means of landscaped setbacks, low walls, and through the siting of commercial buildings along street frontages, is encouraged to promote a suitable transition between residential and industrial uses. Truck access and service areas should, to the maximum extent practicable, be situated away from Race Street and from the edge of the Vasona

Mixed-Use subarea, where future residential development is anticipated.

POLICY 5.4: New development should employ materials and treatments that convey the industrial character and role of this area.

In order to promote the creation of a visually cohesive and distinct service district within Midtown, the plan encourages new development to incorporate an industrial aesthetic, with an appropriate palette of materials.

POLICY 5.5: The Del Monte water tower should be preserved as a major visual landmark within the area.

The Del Monte canning facility south of West San Carlos Street and east of the main line tracks is expected to remain in operation for the foreseeable future. The water tower at the heart of this complex creates a strong landmark for the entire area and reinforces the historic image and identity of Midtown. As such, the plan calls for it to be preserved as a major visual landmark.

POLICY 5.6: The potential for a public access easement along the western bank of Los Gatos Creek south of West San Carlos Street should be discussed with Del Monte.

Ways of implementing a public access easement along Los Gatos Creek south of West San Carlos Street should be explored with Del Monte, particularly as contiguous segments of the trail system are implemented (e.g., the Fire Training Facility to the north and the I-280 segment to the south) and as operational requirements within the canning facility evolve. Solutions should focus on ways of alleviating current conflicts between truck access and pedestrians, and on promoting a safe and attractive environment.

Urban Design Guidelines

Height and Massing

Maximum Height: The maximum building height for development within this subarea should be 45 feet or three floors, whichever is less.

Setbacks and Build-to Lines

General Setback Provisions: In order to maintain an attractive pedestrian environment, new buildings should be set back a minimum of 10 feet from the property line along public streets, unless such uses include active commercial storefronts, in which case buildings can be built to the property line along the sidewalk. Setbacks should provide for landscaping, particularly along building walls that are inactive and/or without windows and entries. Rear and side yard setbacks may be required as necessary to provide separation and buffering from adjoining uses. The following are exceptions to the setback guidelines:

Setbacks along West San Carlos Street and Lincoln Avenue: New development located along West San Carlos Street and Lincoln Avenue should be set back no more than 10 feet to maintain the commercial/retail character of the street.

Setbacks Along Other Streets: New development located along Race Street, and the new north-south street between West San Carlos Street and Auzerai Avenue along the western edge of the Santa Clara County property, should be set back a minimum of 10 feet from the property line. The setback area should be well landscaped, and a six-foot tall screening wall built along the setback line should be used to screen any outdoor activities or service yards.

Architectural Treatment and Building Materials

Treatment of Industrial Buildings: Industrial buildings within this subarea should be utilitarian but well-composed structures that express their function and the character of the surrounding area. The innovative use of standard materials (e.g., corrugated metal, steel, masonry, etc.) and large metal sash window openings are encouraged to express the functions and activities contained within. Sloping and monitor roofs, exposed trusses, skylight elements, vent stacks, and other architectural elements that provide a distinctive building silhouette are also encouraged. Mechanical equipment should be incorporated as an integral part of the overall building design.

Treatment of Commercial Buildings: Commercial buildings within this area are encouraged to apply many of the industrial treatments described above in order to strengthen the image and character of the area as a distinct district. Fenestration should be in a punctured wall configuration, rather than curtain walls of glass, with openings carefully composed to create a well-proportioned facade and set back from the building surface to create shade and detail.

Parking Treatment and Access

Parking Standards: Off-street parking standards should comply with the City of San Jose Zoning Ordinance. All surfaces used for parking should be paved.

Surface Parking Treatment: Parking areas adjoining the street should be screened by the placement of trees, a low hedge or wall within the 10-foot front yard landscaped setback.

Parking lot design and landscaping should conform to the City's Commercial Design Guidelines and Industrial Design Guidelines.

Access to Parking Facilities: Driveways and access to parking areas should meet City standards. Driveways should be a minimum of 50 feet from minor street intersections; for other intersections, the distance will vary depending upon traffic conditions. Shared parking access is encouraged to limit driveway curb cuts.

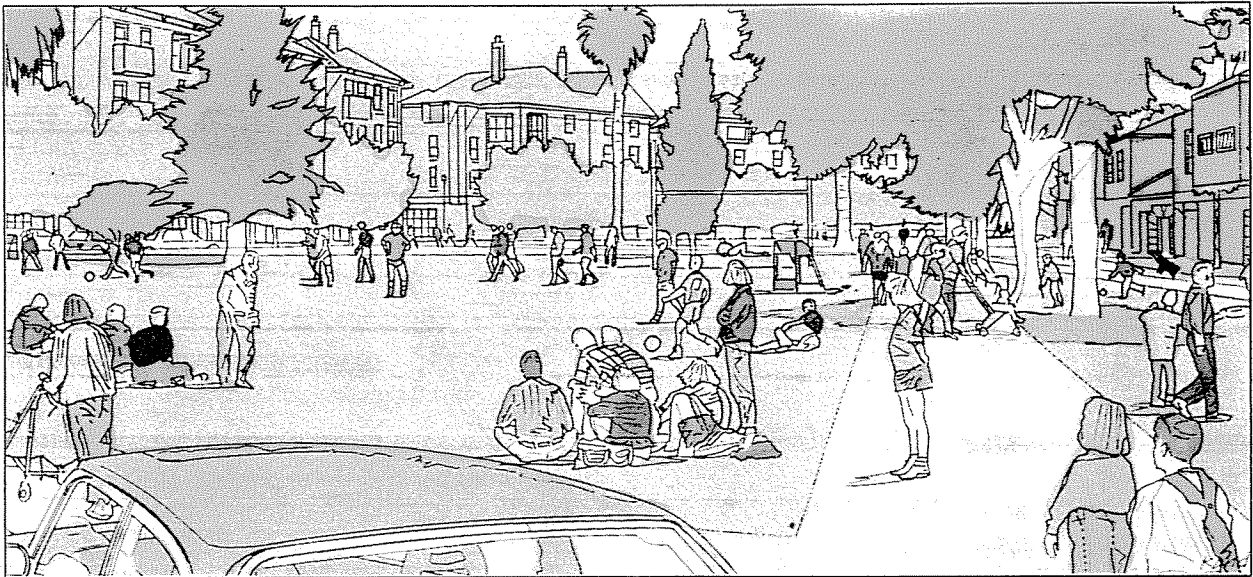
Loading and Service Areas

Off-Street Loading Standards: Standards for off-street loading and unloading areas should comply with the City of San Jose Zoning Ordinance.

Orientation of Truck Docks and Service Areas: Loading and service areas should generally be located behind buildings, visually screened from public roadways. In locating storage and loading areas, primary consideration should be given to the adjoining land uses. In general, storage and loading areas should be located away from residential, neighborhood-oriented retail, recreation and open space uses. If site conditions do not permit locations away from any of these uses, design features such as walls and landscaped buffer zones should be utilized to conceal the loading and storage activities from predominant view.

Outdoor Storage of Materials: Outdoor storage of materials should be minimized to the extent practical. Materials stored outdoors should be screened from adjoining properties and public right-of-ways with six-foot masonry screen walls and adjacent landscaping. Materials should not be stored above the height of walls.

Community Facilities



The Cahill West Park will provide the new neighborhood with a major recreational gathering place.

Introduction

The livability of Midtown will be greatly influenced by the parks, schools and other public facilities which will be developed to serve the needs of future residents and employees. Today, the largely industrial area contains few community-serving facilities or amenities. Indeed, the success of residential and commercial development within Midtown will depend to a great extent upon the ability of the public and private sectors to change the identity and perception of the area through the implementation of well-designed and strategically located parks and community facilities.

Because of its infill position within central San Jose, Midtown will benefit from existing public services and facilities that serve adjacent neighborhoods and the downtown. Conversely,

the development of more intensive commercial and residential uses within Midtown provides the opportunity for the area to enhance adjacent neighborhoods like St. Leo's and Shasta-Hanchett by creating parks and community facilities that can serve both its own needs and the needs of existing residents.

The purpose of this Community Facilities Element is to identify the needs for public facilities to support planned development and to establish how these will be met within the planning area. In so doing, it establishes the size, location and design of major community facilities, including parks, community centers, schools and child care facilities. The Implementation chapter of the plan provides the phasing and financing principles to guide the development of the community facilities identified within this Element.

Parks and Community Centers

OBJECTIVE 1: *Provide a system of parks and recreational facilities that serves the needs of future Midtown residents and is accessible and hospitable to adjacent neighborhoods.*

San Jose's successful neighborhoods are memorable and desirable in great part because of their well-landscaped parks, which provide a lush setting for surrounding residential development. From St. James Park in the Downtown Core to Bramhall Park in Willow Glen, the park system contributes to the identity of individual neighborhoods and, in so doing, establishes a strong sense of community. The intent of the Midtown Specific Plan is to build on this tradition by creating a rich and interconnected system of parks that meets City goals while giving structure and orientation to development.

POLICY 1.1: *At least 13.5 acres of public park space should be provided within Midtown.*

The Midtown Specific Plan calls for the creation of 13.5 acres of public parks located to serve the distinct subareas and neighborhoods of Midtown. The amount of park space and its distribution have been carefully considered in relation to a variety of factors, including accessibility and

usability by residents, land availability, and implementation feasibility. In addition, the amount of park space has been predicated upon the City's goals for parks of 3.5 acres per 1,000 residents (Horizon 2000 General Plan). Because of the level of uncertainty regarding the final population and densities of development within Midtown, it is not possible at this time to determine whether the City's goal will be met within the planning area. Table 2 illustrates the relationship of the 13.5 acres of parks to the City's goal under both high-density and low-density scenarios.

POLICY 1.2: *If the density of development exceeds expectations, opportunities for additional park acreage within the planning area should be explored.*

The program and location of parks described above are based upon reasonable projections for buildout of Midtown under the provisions of the Specific Plan, and under projected market conditions. If the area develops at the upper ranges of the development program, deficiencies in park space related to the General Plan goal could occur. The plan recommends that the City monitor development in relation to park construction and that the potential for additional park space be explored should significant

Table 2
Relationship of Midtown Park Program to City Goals

	Number of Units	Average Population (2.03 per Household) ¹	General Plan Goal 3.5 Ac./1,000 Population (Acres)	Actual Parks Proposed (Acres)
Low-Density Scenario	1,570	3,187	11.2	13.5
High-Density Scenario	2,940	5,965	20.9	13.5

¹Based on Parkland Dedication Ordinance assumption for multi-family housing exceeding five units per structure.

Source: ROMA Design Group and City of San Jose

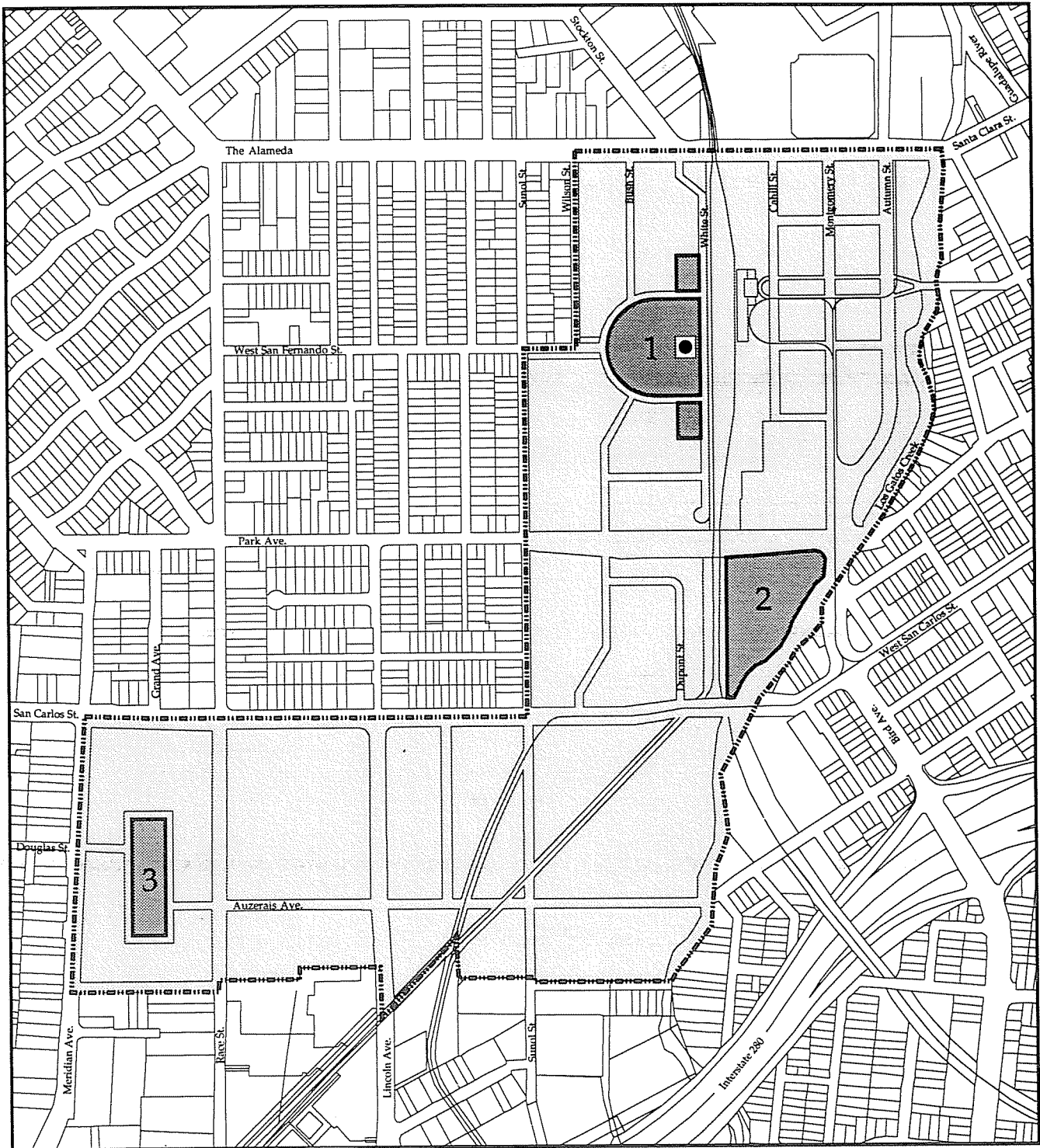


Figure 18
COMMUNITY FACILITIES



- Proposed Parks
 - 1. Cahill West Park = 6.0 Ac.
 - 2. Neighborhood Park/Playing Fields = 5.0 Ac.
 - 3. Sears/Saddlerack Park = 2.5 Ac.
- Potential Location for
Community Center/Urban School

deficiencies occur as a result of higher density development. Potential strategies for alleviating deficiencies could include the provision of additional pocket parks and/or the enlargement of existing planned parks.

POLICY 1.3: Three neighborhood parks should be provided at designated locations within Midtown to enhance the livability and marketability of potential residential and mixed-use development.

It is critical that the public parks within Midtown be located in areas which will serve residents and that they be designed to give structure and identity to new residential neighborhoods. Parks should be of a sufficient size and configuration to accommodate a range of recreational pursuits, and should be designed as an integral part of the overall neighborhood fabric. Park lands shall be fully remediated from soil and groundwater contamination in compliance with state and federal standards prior to development. The plan has established three specific locations and design criteria for the designated public parks. These include:

- A park of 6.0 acres located at the heart of the Cahill West neighborhood;
- A park of 2.5 acres located at the heart of the Sears/Saddlerack neighborhood; and
- A park of 5.0 acres situated on the City's Fire Training Facility property along Los Gatos Creek.

The plan establishes specific locations and configurations for the planned parks and provides criteria below for their design and implementation. However, the plan also recognizes that future conditions may warrant adjustments and modifications to the location or configuration of the prescribed parks within the area. Such refinements will be considered at the project development phase, if the City's goals for the quantity of park lands are met, if overall

design criteria are achieved for each park, and if the following is assured:

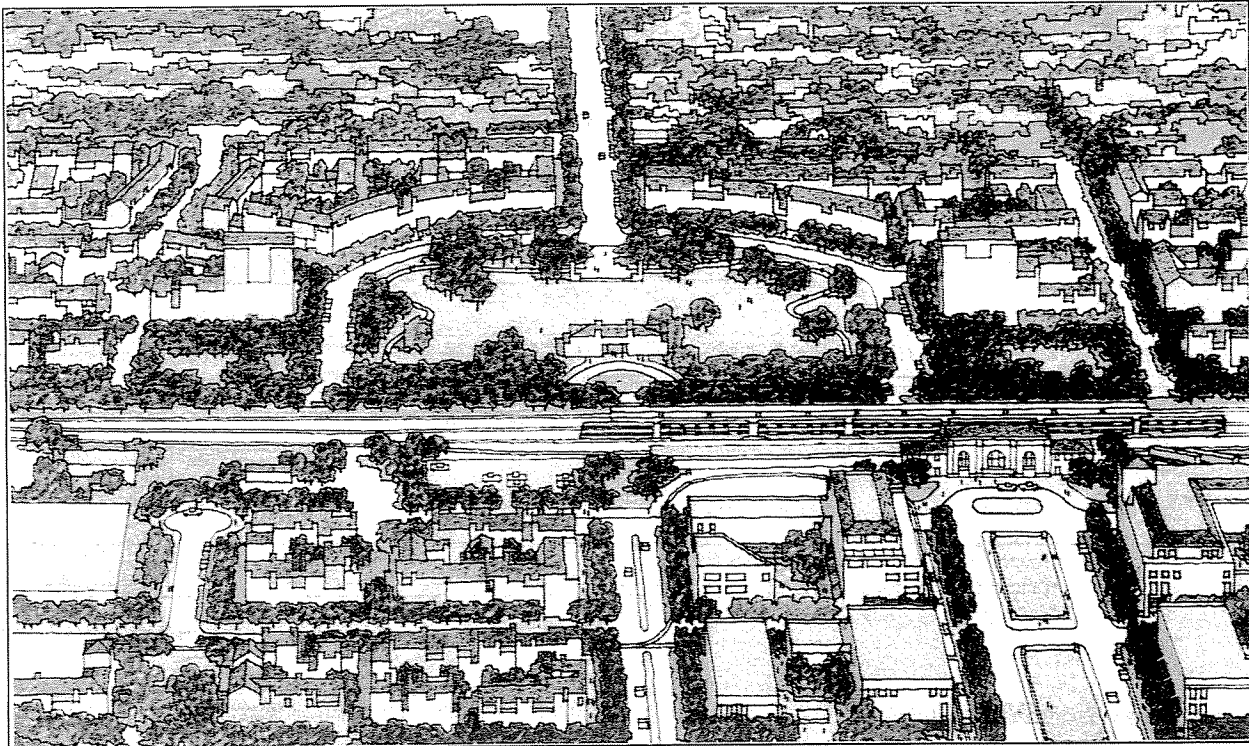
- The overall acreage of the park is not reduced;
- The level of public access, usability, and the attractiveness of the park are not compromised by the change;
- The general relationship of the park with adjacent existing and future development is maintained and enhanced;
- All affected property owners and the City agree on the amended location and configuration of the park; and
- Financing and implementation of the park is established.

POLICY 1.4: The neighborhood parks should be designed and configured in a manner that provides active, secure and usable open space.

Each of the three public parks within Midtown is uniquely situated and designed to provide for distinct recreational needs and opportunities. In addition to meeting overall City objectives, the following criteria should be met in the design of each facility:

Cahill West Neighborhood Park

The Cahill West park is envisioned as a crescent-shaped green situated at the terminus of West San Fernando Street. The location of the park at the center of the Cahill West neighborhood is intended to provide a major focus for new residential development as well as a clearly defined open space that can be used by nearby residents of the St. Leo's and Shasta-Hanchett neighborhoods. The construction of a neighborhood-oriented community center and urban school within the park is proposed to provide a visual and acoustical screen to the adjacent rail tracks. The school and community center would also serve as activity centers for the open space, contributing to its security. If



The Cahill West neighborhood will be oriented to a five-acre park with a small school and community center.

these facilities are constructed, the net open space would be reduced accordingly.

The full implementation of the park as illustrated will depend upon the reuse/redevelopment of the Del Monte, Union Ice and Vitale properties, and upon the relocation of the staging tracks from Cahill Station to the planned Lick maintenance facility. More specifically, the following criteria should be met in the design of this park:

- The park is envisioned as a relaxing open space area for picnicking, sunbathing, informal sports, etc., rather than for programmed recreational activities.
- Up to 7,000 square feet of land area within the park can be considered for the construction of public-oriented facilities including a community center, urban school and/or child care facility. This building is envisioned as a high quality “civic” landmark structure, its siting carefully considered to reinforce the spatial integrity of the open space and to create a visual and acoustical screen to the main line rail tracks. To this end, it is recommended that the structure be located along the West San Fernando Street view corridor and be situated toward the eastern edge of the planned park. The height of the building should be no more than two floors, or 25 feet, and its ground-level uses should be carefully planned to promote activity and interest within the park.
- Landscaped turf areas should be maximized within the park, with hardscape/hardcourt areas concentrated adjacent to perimeter roads and the public building within the park.
- A secure tot lot of approximately 5,000 square feet in area is proposed in close proximity to the planned community building or at the perimeter of the park.
- In order to promote public access and a level of security, the majority of the park is defined

at its edges by local-serving neighborhood streets with curbside parking.

- Parking and bus staging for the proposed urban school/community center should be concentrated along White Street and the main line tracks to minimize impacts on existing and future residential development.

Sears/Saddlerack Neighborhood Park

The planned park at the heart of the new Sears/Saddlerack neighborhood is envisioned as a central open space in the tradition of the great residential greens of London, Boston and New York. As such, the space is planned as a contiguous 2.5-acre rectangular park surrounded on all sides by local streets and ground-level townhouse-type units. Although the recommended location of the park is surrounded by new development, a key consideration in its design will be its accessibility and visibility to surrounding neighborhoods. To this end, the plan calls for Douglas Street and Grand Avenue to be extended from the Burbank and St. Leo's communities, respectively, into the new neighborhood to provide direct pedestrian linkages to the park. More specifically, the plan calls for the following criteria to be met in the design of this park:

- Like the Cahill West park, this park is envisioned for predominantly informal unprogrammed recreational activities.
- Hardcourt/hardscape areas should be minimized and concentrated to the greatest extent at the perimeter of the space.
- A secure tot lot of approximately 5,000 square feet in area is proposed within the park.
- No enclosed structures should be included within the park, unless the size of the park is increased accordingly to accommodate building footprints without any net loss of open space. In such cases, buildings should

be limited to public-oriented facilities such as a community center, urban school, child care facility, or some ancillary use related to the park. Buildings should not exceed a floorplate of 7,000 square feet, a height of two floors, and should be sited in a manner that does not detract from the usability of the open space.

- Local-serving two-lane roads with curbside parking shall be provided along the full perimeter of the park to promote public access and convenience.
- The park should be easily accessible and visible from surrounding neighborhoods and activities. Surrounding development should be configured in a manner that will allow for the extension of at least one perpendicular street or pedestrian way to each of the north, south, east and west sides of the park.

The plan recognizes that the realignment of Auzerai Avenue may not be able to be achieved, and that this eventuality could affect the design of the Sears/Saddlerack neighborhood park. If the street remains in its present alignment, two options are suggested for the design of the park:

- The 2.5 acre park could be shifted northward and located entirely on the Sears property, with its southern boundary along Auzerai Avenue; or
- The park could be separated into two separate open spaces. In this case, the southern portion on the Saddlerack parcel should be no less than 0.5 acres in size, and the northern portion on the Sears property no less than 2.0 acres in size.

The design criteria described above should be followed regardless of the option that is pursued.

Neighborhood Park

The Midtown Specific Plan calls for the creation of a third neighborhood park on City-owned property currently utilized by the City of

Table 3
Estimated Number of Total Students at Buildout

	Elementary School (K-5)		Total Students (K-12)	
	Yield/ Household	Number of Students	Yield/ Household	Number of Students
Low-Density Scenario				
900 Townhouses	0.12	108	0.21	189
670 Stacked Flats	0.20	134	0.34	228
1,570 Total Units		242		417
High-Density Scenario				
200 Townhouses	0.12	24	0.21	42
800 Stacked Flats	0.20	160	0.34	272
1,940 Apartments	0.05	97	0.10	194
2,940 Total Units		281		508

Source: ROMA Design Group and Lapkoff Demographic Research

San Jose Fire Department as a training facility. This location is well suited for a more active recreational park which could serve Midtown residents as well as residents across Los Gatos Creek in the Parkside neighborhood. The park would also contribute to the enhancement of Los Gatos Creek within Midtown and provide for the implementation of a portion of the regional creek trail system. While implementation of this park will necessitate relocation of the Fire Training Facility, such relocation is not likely to be necessary until the later phases of the project, when surrounding mixed-use development within the Cahill East and Vasona Mixed-Use subareas is built out. More specifically, the plan provides the following design criteria for this park:

- The park is proposed to include more formalized playing fields, including a softball diamond and a hardball and tennis court, as appropriate and required.
- The park should incorporate a bicycle and jogging trail along Los Gatos Creek, and should maintain the riparian character and habitat along the creek corridor.

POLICY 1.5: A single community center of up to 7,000 square feet in size should be provided within Midtown.

The Midtown Specific Plan calls for the construction of a community center that can contribute to a strong sense of neighborhood

and enhance recreational and social opportunities for all age groups. In addition to serving the needs of Midtown residents, such a facility should also serve adjacent neighborhoods, such as St. Leo's and Shasta-Hanchett, which are currently underserved by community centers. The plan calls for a single facility of up to 7,000 square feet which could provide meeting and gathering places for special events, classroom areas for continuing education or lectures, a kitchen for catered events or specified meals programs, child care facilities, and multi-purpose rooms for a wide range of intergenerational activities.

To serve the needs of Midtown residents and to meet the City's goal of providing 500 square feet of community center area for every 1,000 residents, a facility ranging in size from 2,000 to 3,000 square feet would be needed. However, to ensure that adequate resources are provided, that operational efficiencies are achieved and that adjacent neighborhoods are served, a facility of 5,000 to 7,000 square feet should be constructed within the planning area.

The location of the community center should be carefully considered to be accessible by surrounding residents, and to provide a strong and visible activity center that promotes spontaneous as well as planned gatherings. The plan calls for a single center, rather than decentralized facilities, to ensure adequate facilities and operational efficiencies. While the plan does not stipulate a precise location, it does recommend that consideration be given to siting the community center within the Cahill West park, where it could activate the open space and provide a prominent civic landmark at the end of West San Fernando Street. As discussed below, the plan also encourages the integration of the community center with an urban school, which could provide shared resources and strengthen the role and significance of the facility.

Schools

OBJECTIVE 2: Contribute to the provision of adequate school facilities and encourage the development of innovative educational facilities and programs within Midtown.

Midtown is located within the San Jose Unified School District, which provides a full range of elementary and secondary educational facilities. Current enrollment in the overall system is at 90 percent of capacity; however, within this enrollment, the 28 elementary schools of the system are virtually at full capacity.

In 1992, the District began its seventh year of the desegregation of its schools in accordance with the Federal Court Order signed on December 31, 1985. This order requires the District to follow a plan which is based primarily on parents making choices for the schools they wish their children to attend. As a result, the District offers parents and students a wide variety of program and school choices. Choices are made at the commencement of the elementary, middle and high school years. Areas of emphasis include science, writing, foreign languages, foreign language immersion, language arts, mathematics, intensive academic studies, creative and performing arts, communications, extended day care, and a host of other programs and activities at schools. The School District reviews the possibility of placement at other schools if the child is unable to attain his/her first selection.

The City of San Jose has established a Task Force comprised of the city's major school districts, City staff, and representatives of the development community to establish policies related to the equitable resolution of school impacts caused by development. While the Task Force's work is not complete, it is expected that development within Midtown will be subject to

the program or policies resulting from the Task Force's work and the City Council action.

As illustrated in Table 3, it is estimated that Midtown could generate between 417 and 508 new K-12 students, depending upon the densities of residential development and the unit types provided. Of this student population, it is estimated that 242 to 281 students would attend elementary school (K-5), and the remainder middle and high schools.

As the demand for additional schools throughout the district increases, the Midtown Specific Plan encourages the development of innovative urban school facilities that can serve the changing needs of San Jose and Midtown residents. Throughout the country, there is increasing interest in urban schools that can serve a broader segment of the community and provide an educational environment that is more closely integrated with the home and work place. Educators, parents and corporations are questioning the effectiveness of large, single-purpose facilities from both an educational and fiscal standpoint. Smaller prototype schools that combine a range of community-oriented facilities and can serve the needs of all age groups are receiving renewed interest. Legislation currently pending in the California Legislature calls for the relaxation of strict school building and programmatical standards to allow for more innovation and experimentation, and for the integration of school facilities with residential and commercial development.

POLICY 2.1: The City and the San Jose Unified School District should collaborate to create a joint-use urban school that can serve the needs of Midtown and San Jose residents.

As residential development proceeds in Midtown and as citywide school needs increase, the plan encourages the City and the SJUSD to work

together to develop an "urban school" within Midtown. This facility is envisioned as an alternative elementary school which could be developed in conjunction with a community center and other neighborhood-serving activities, such as child care. In addition to its classrooms, the school could include a range of multi-purpose facilities to serve the community as well as the student population. For instance, a kitchen and multi-purpose room could provide for school lunches as well as community events and meetings; the school library could also be planned as a small branch facility for the neighborhood; a multi-purpose room could serve as a senior citizens center in addition to a student and community gathering place. By encouraging overlapping use of facilities, not only is a greater efficiency and utilization achieved, but the community's involvement in the educational process is enhanced and the school's role as a center of neighborhood activity is reinforced. In addition, the potential for older people to assist in the teaching of children (e.g., support teaching, tutoring, special instruction) can lead to the enrichment of the educational experience and a meaningful and fulfilling role for senior citizens.

The location of the urban school should be carefully considered to ensure safe access by students and a prominent and visible role within the community. Outdoor space for play, a secure tot lot, parking, and a staging/drop-off area for buses and automobiles should be provided. Any play or outdoor areas associated with the school shall be fully remediated from soil and groundwater contamination in conformance with applicable state and federal standards. As depicted in the illustrative plan, a 14,000 square foot joint-use community center and school is recommended within Cahill West Park. Such a facility would enjoy a high level of accessibility and visibility, and would contribute to the activity and security of the park.

It is anticipated that middle and high school students could be accommodated in existing District facilities.

POLICY 2.2: The potential for additional educational facilities within mixed-use development projects should be explored with developers as opportunities arise.

In addition to an urban school, the plan encourages the SJUSD and the City to work with developers to consider alternative educational facilities that could be implemented as an integral part of mixed-use development projects. Midtown's role as a regional transportation hub for Silicon Valley and its proximity to the cultural and educational resources of the city make it an ideal location for innovative learning environments.

POLICY 2.3: Efforts by the School District to consolidate its administrative facilities and to develop a new elementary school in the vicinity of Auzerais Avenue and Race Street should be supported.

The San Jose Unified School District is pursuing the potential for the acquisition of buildings and land south of Auzerais Avenue between Race Street and Lincoln Avenue for the consolidation of its administrative facilities and for the construction of an elementary school of 450 to 500 students. In addition to these functions, the District has indicated the potential for the integration of community-based activities and for a park within the complex. This proposal is consistent with the overall goals and objectives of the Midtown Specific Plan, as it would enhance the livability and viability of the Sears/Saddlerack subarea for residential uses.

Child Care

OBJECTIVE 3: Encourage the provision of adequate child care services to support the demand generated by employees and residents in the planning area.

A growing diversity in the composition of households, characterized in part by an unprecedented growth in dual wage-earning families and single parent households, has contributed to a great demand for child care services. The addition of 1,500 to 3,000 new housing units within the planning area will have a significant effect on the need for such facilities.

POLICY 3.1: Provide a wide range of child care opportunities within Midtown.

The plan calls for child care facilities to be provided in compliance with adopted City policy in effect at the time of construction of individual development projects, and for such facilities to provide a range of options that addresses the diverse needs of parents. Particular attention should be placed on the need for after-school child care and pre-school programs. More specifically, the following four locations are recommended for consideration for child care facilities:

- A child care facility should be programmed within the urban school and/or the community center. If an urban school is programmed within Midtown, an after-school program should be considered within the facility.

- Child care centers should be located within each of the key residential neighborhoods of Midtown, including Cahill West and Sears/Saddlerack, adjacent to or within the neighborhood parks.
- Child care facilities should also be considered within office developments in the Cahill East and Vasona Mixed-Use subareas. The availability of affordable child care has proven to be an effective means of recruiting businesses and employees.

- Development adjacent to major transit stops, including Cahill Station and the West San Carlos LRT station, is considered a high priority for child care services, which could provide commuters with convenient facilities.

Since many of the above locations are situated on previously industrial sites, it will be important for remediation of soil and groundwater contamination to be undertaken to applicable state and federal standards prior to the implementation of child care facilities.

Circulation



Since the 1920s, Cahill Station has served as San Jose's principal rail terminal.

Introduction

This chapter of the Specific Plan describes the program of transportation improvements that both supports and encourages new development within Midtown. Unlike many other developing areas within the city of San Jose, Midtown is accessed by a diverse transportation network of freeways, roadways, intercity and commuter rail lines, light rail transit corridors, and bicycle and pedestrian routes. The area benefits from the significant program of transportation improvements that is planned within and adjacent to the planning area over the next 10 to 20 years. The strategic location of Midtown at the heart of the region's transportation system

and the considerable investment that is being made within the area provide a key opportunity for more intensive infill development, which will support transit patronage and help to alleviate increasing problems of traffic congestion throughout the South Bay.

The transportation improvements described within the Specific Plan fall into two basic categories: those that have been funded and/or programmed and that will occur regardless of development within Midtown; and those that are necessary to support the land use program of the plan. Because of the high levels of transit service and roadway infrastructure that already exist within the area, the types of transportation

improvements required for future development are relatively minor; they are confined primarily to the construction of local streets which will distribute traffic within the planning area and help avoid undue impacts on adjacent areas. However, because the plan's principal goal is to create a mixed-use transit-oriented district, the Specific Plan also establishes policies related to many of the planned improvements targeted for the area.

The following seven objectives and related policies describe the program of transportation improvements that will contribute to the emergence of Midtown as a vital mixed-use community of the city.

Cahill Station Improvements

OBJECTIVE 1: Reinforce Cahill Station as the region's multi-modal transportation center and as an area that is conducive to mixed-use development.

Cahill Station currently functions as the San Jose terminal for Amtrak and Caltrain Peninsula service, with an interface of County bus routes. Currently, 8 Amtrak trains stop at the station each day, while Caltrain operates 60 trains through the station each weekday. Approximately 3,600 commuters use the station each day. In addition to rail operations, the station is also being examined by local and regional transportation agencies for a potential future intercity bus station (e.g., Greyhound) and for Santa Clara County LRT and BART service. With these improvements, Cahill Station's role as the city's principal multi-modal transportation center will be secured. A key objective of the Midtown Specific Plan is to ensure that future development and transportation facilities within the area further reinforce this important regional role.

POLICY 1.1: Promote a direct, efficient and safe transfer of transit riders from one mode to another.

The plan encourages the configuration of transit facilities and private development adjacent to Cahill Station in a manner which will promote a direct, efficient and safe transfer of transit riders from one mode to another. The plan encourages the creation of an active and secure pedestrian environment that strengthens the role of Cahill Station as a transportation and activity center adjacent to the San Jose Community Arena.

The plan provides direct pedestrian access between Cahill Station and the Community Arena via Montgomery Street, and to downtown San Jose via the realigned West San Fernando Street. In addition to providing more direct pedestrian access, the realignment of West San Fernando Street will be important in strengthening the visual identity of Cahill Station and reinforcing its role as the principal intermodal transportation facility within the region.

The plan also calls for the creation of an active transit plaza immediately in front of Cahill Station and adjacent to the proposed Cahill LRT loop. A portion of this plaza is scheduled to be constructed in the first phase of station improvements, scheduled for completion in 1993.

POLICY 1.2: Plan and implement transportation improvements adjacent to Cahill Station in a manner that enhances opportunities for commercial and residential development.

The introduction of more intensive uses adjacent to Cahill Station will be important in promoting greater transit ridership, accessibility and visibility. It is important that transportation facilities implemented in the vicinity of the station not foreclose opportunities for intensification of the area as a mixed-use transit-oriented district.

Transportation facilities, including transitways, roads, pedestrian routes, passenger terminals and parking facilities, should be planned in a way that reinforces the livability and identity of the area and its potential role as an activity center. The creation of barriers and large inactive street frontages should be avoided through the incorporation of active ground-level uses and pedestrian and vehicular passages.

POLICY 1.3: To the extent practicable, single-purpose parking and transportation facilities should be located and designed to allow for future joint development opportunities.

In order to maximize future options and opportunities for joint development in the vicinity of Cahill Station, the plan recommends that single-purpose transportation facilities (e.g., parking garages, terminal buildings, etc.) respond to one or more of the following design criteria. To the extent practicable, such facilities should:

- be located as an integral part of commercial and/or residential development;
- be located and designed to allow future integration of development uses; and/or
- be located west of Cahill Street adjacent to the tracks, leaving land east of Cahill Station for surface parking and future joint development.

POLICY 1.4: A potential expansion of the Cahill LRT loop should be accommodated to provide for a full LRT station at Cahill Station as an alternative to the proposed Autumn Street tail track.

The Vasona Corridor project includes extension of the existing light rail transit system from the downtown Guadalupe Corridor to Cahill Station. This connection will provide station users as well as Arena patrons with direct LRT access to the downtown and will further strengthen the role of Cahill Station as an intermodal transportation facility. The planned Cahill LRT loop alignment follows Montgomery Street north from West

San Carlos Street, with double track to Park Avenue and single track north of Park Avenue to the Cahill Loop, immediately south and east of the station.

The loop, as currently proposed, would accommodate historic trolleys and two-car standard LRT trains. To provide additional LRT service for arena events, a “tail track” extension from the loop, extending eastward from Montgomery Street to the east side of Autumn Street and north to Santa Clara Street, is among the options currently being analyzed. Three-car trains could be stored on the tail track in anticipation of the conclusion of arena events. Parallel tail tracks could store two three-car trains.

To allow three-car trains to directly serve Cahill Station and all other stations, the planned Cahill Loop should be designed to allow for future expansion eastward. Such an expansion would require the closure of a portion of Montgomery Street (between the existing and realigned portions of West San Fernando Street), and therefore would depend upon Autumn Street being converted to two-way operation. As discussed below, this is an option that should be considered in the evaluation of the tail track project.

POLICY 1.5: The relocation of staging tracks west of Cahill Station to the Lick maintenance facility should be encouraged and facilitated to create a more compatible environment adjacent to planned residential development.

Currently, there are 12 tracks serving Cahill Station. The easternmost track (closest to the station) serves freight cars, and the four adjacent tracks serve the two passenger platforms. The remaining seven tracks to the west are currently utilized for the staging and setup of trains, an activity that is noisy and not conducive to adjacent residential and commercial development.

The plan encourages the relocation of these staging tracks and the staging activity to an off-site location, such as the planned maintenance facility at Lick and the terminal station in Gilroy.

Only limited staging operations should be conducted at Cahill Station.

The removal of unused staging tracks along the adjacent edge of the Cahill West neighborhood is critical in achieving a suitable environment for new residential development. The plan encourages the City to work with the Joint Powers Board to facilitate the relocation of the staging tracks at the earliest possible time.

Transit Improvements

OBJECTIVE 2: Accommodate and support other planned transit facilities within Midtown.

Several additional transit facilities are planned for Midtown beyond those proposed at Cahill Station. The plan responds to these facilities through careful consideration of the type and configuration of land uses along these future corridors, and through specific provisions for station design that promote an active and secure environment for transit patrons.

POLICY 2.1: The development of the Vasona Corridor LRT system is accommodated in Midtown.

The plan calls for high-intensity commercial, office and residential uses to be closely integrated with the planned West San Carlos Street station along the proposed Vasona LRT corridor. It also calls for an active pedestrian plaza to be created to provide a strong visual link between West San Carlos Street and the station platforms. These improvements are important both in terms of enhancing the identity of transit, and in concentrating a significant resident and employee population within close walking distance of the station.

POLICY 2.2: The long-term integration of the Stevens Creek/Alum Rock rail corridor should be accommodated in the plan.

In the T2010 plan, one of the year 2010 goals is the Stevens Creek/Alum Rock corridor, along West San Carlos Street and Stevens Creek Boulevard to Cupertino. Within Midtown, this corridor would connect to the Vasona LRT corridor at West San Carlos and Sunol Streets. Although this corridor has a long implementation horizon, none of the planned improvements of the plan should preclude ultimate construction of the LRT line.

POLICY 2.3: Maintain and enhance bus service from the surrounding areas to Cahill Station.

Currently, four Santa Clara County Transit District routes serve the Cahill Station. Several other routes traverse the area via The Alameda, West San Carlos Street, Park Avenue, and Montgomery/Autumn Streets. As Caltrain commuter service and light rail transit service intensifies at the Cahill Station, an increase in bus feeder service will become necessary. The current program of improvements planned for the station will provide eight bus bays for local service, thereby doubling the present capacity. In addition to this service, provisions should also be considered for a shuttle system connecting the station with the residential and commercial centers along West San Carlos Street.

Vehicular Circulation

OBJECTIVE 3: Provide a system of vehicular circulation within Midtown that strengthens the existing roadway network and balances the need for through movement with livability and pedestrian orientation.

The program of roadway improvements recommended by the Midtown Specific Plan maintains and reinforces the existing grid pattern of streets that gives the area its sense of structure

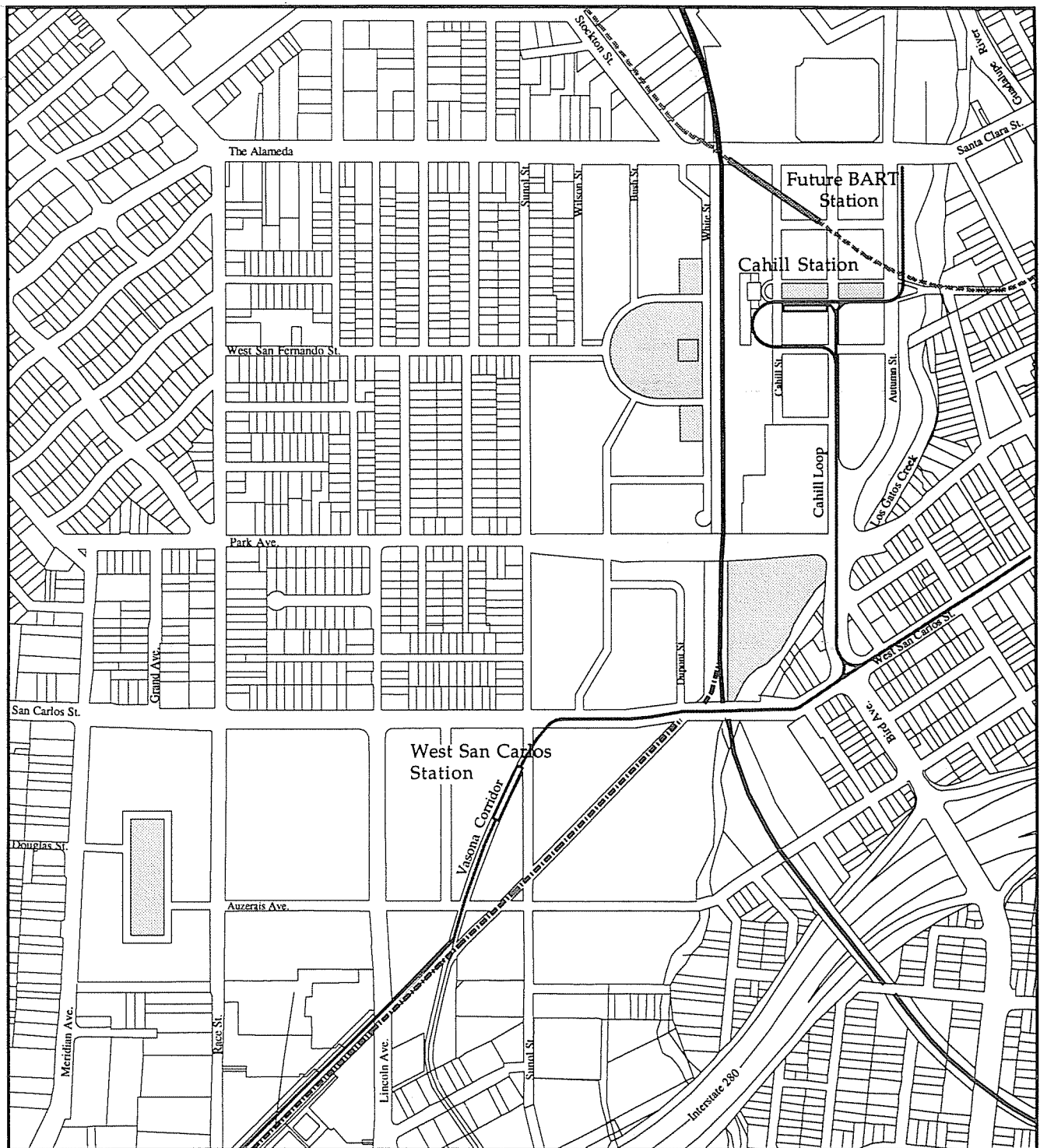
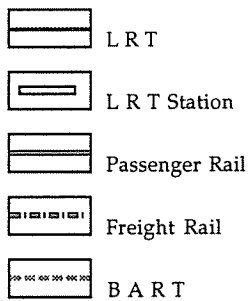


Figure 19
TRANSIT



and orientation. In this way, streets are viewed not only as facilities within which to move traffic, but as critical components of the area's pedestrian system and key elements in establishing the livability and identity of the area. Planned improvements to the roadway system accommodate projected traffic volumes associated with the project and address key circulation issues in the surrounding area. However, improvements have been carefully balanced to ensure that vehicular through movement is not provided at the expense of livability and a pedestrian-friendly environment, and that the transit orientation of the district is maintained. Pedestrian ways and mews (e.g., privately maintained auto lanes and courts) should enrich this roadway system.

POLICY 3.1: The enhancement and extension of the existing street system in the Cahill West area should reduce potential impacts on the adjacent neighborhood and ensure a livable environment.

The circulation plan proposed for the area immediately west of Cahill Station has been designed to extend the grid pattern of streets that provides the distinctive urban form of the St. Leo's neighborhood. The planned configuration of streets is also designed to allow for the internal distribution of project traffic with minimal additional traffic loaded onto Wilson and Sunol Streets.

To this end, the plan calls for Bush and White Streets to be extended within Midtown to provide north-south circulation between The Alameda and West San Carlos Street. The alignment of these streets has been carefully configured to avoid excessive through movement within the new neighborhood and impacts on adjacent existing neighborhoods. The alignment of Bush Street is proposed to extend from its current intersection with The Alameda south to the planned neighborhood park, around the western edge of the park, and south along the Union Pacific right-of-way to Park Avenue and West San Carlos Street.

White Street would provide parallel access in the northern area between the planned park and a signalized intersection with The Alameda. It would terminate in a cul-de-sac immediately north of Park Avenue. No westbound left turns from The Alameda to White Street will be permitted. Westbound left-turn lanes into Midtown would be allowed at an unsignalized intersection at The Alameda and Bush Street, with traffic movements occurring during the gaps afforded by the downstream signals.

Reliance for project circulation on Bush and White Streets is expected to minimize additional traffic on the existing residential streets of Wilson and Sunol.

POLICY 3.2: Additional local streets should be considered within the Cahill West neighborhood to distribute traffic more efficiently and promote a rich pedestrian environment.

The development of high-density residential uses in the Cahill West neighborhood will necessitate additional local streets to provide efficient access and on-site circulation. While the precise alignment of these streets cannot be fixed until specific development submissions are prepared, the following criteria should be met in their implementation:

- Such streets should be designed to City standards, including generous provisions for pedestrian circulation;
- Such streets should reinforce the grid configuration of the neighborhood, providing additional pedestrian and vehicular routes through the area;
- Development along such streets should adhere to the urban design guidelines of the Specific Plan; and
- Such streets should be located to provide a separation between residential development and light industrial and service commercial uses that may wish to remain within the area (e.g., along the southern edge of the

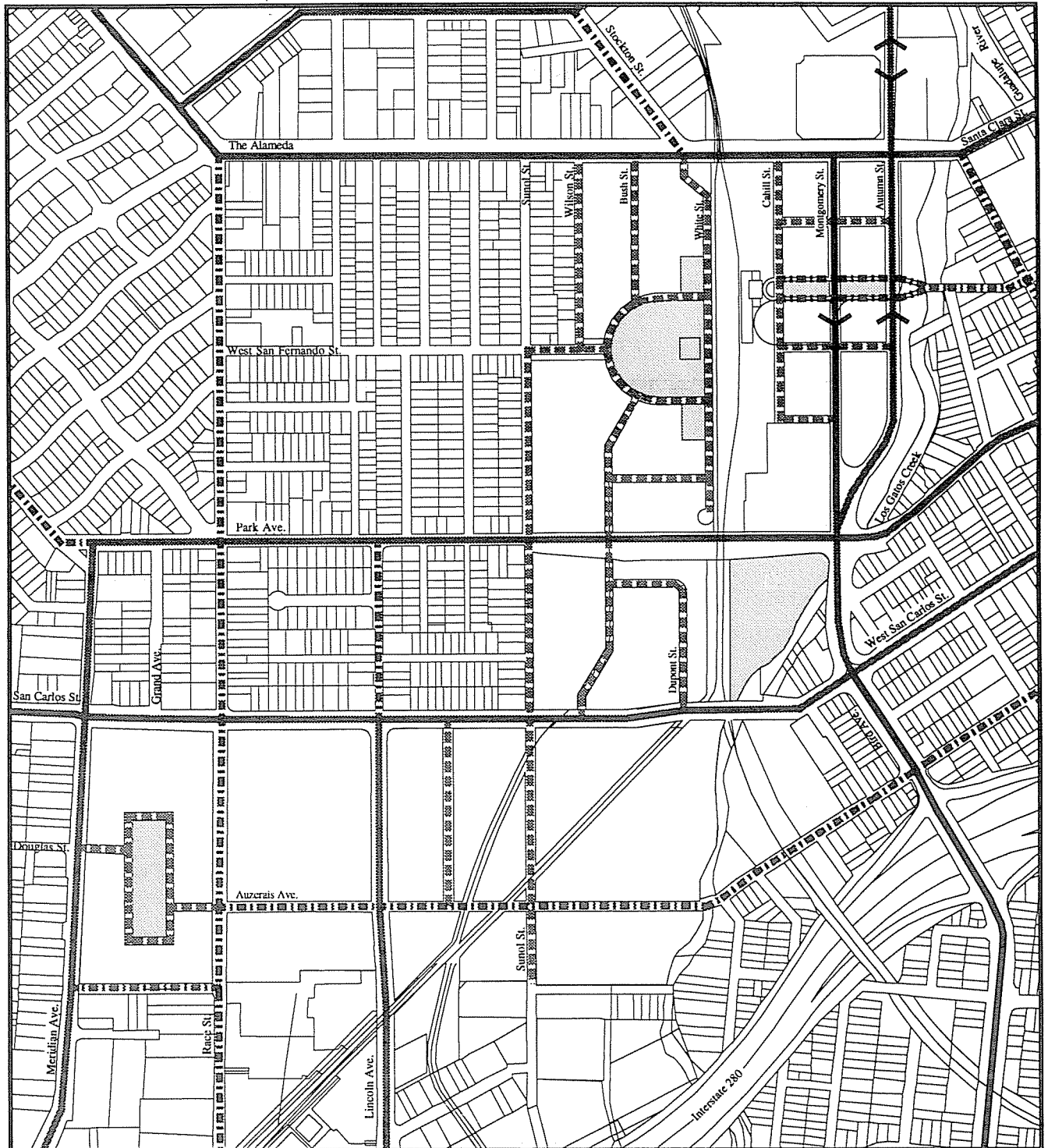






Figure 20
ROADWAYS

-  Arterial Road (115' - 130')
-  Arterial Road (80' - 106')
-  Major Collector Road (60' - 90')
-  Local Road

Del Monte property between Park Avenue and West San Fernando Street).

Figure 22 illustrates a possible scenario for local streets, assuming a 36-foot curb-to-curb width.

POLICY 3.3: The improvement of intersection lines of sight for roadways connecting to Park Avenue and West San Carlos Street should be encouraged in the vicinity of the grade-separated railroad crossings.

The railway undercrossing at Park Avenue and the bridged overcrossing along West San Carlos Street create constraints to north-south access within Midtown. Along Park Avenue, the plan proposes a new roadway intersection at the existing Union Pacific rail crossing and the extension of Bush Street. With the redevelopment of Union Ice, this rail right-of-way is assumed to be available for the extension of Bush Street. This alignment of Bush Street will improve the visibility of westbound vehicles along Park Avenue to vehicles on Bush Street attempting to either enter or cross Park Avenue, and will allow for the creation of a full-movement intersection.

The extension of Bush Street along the Union Pacific right-of-way, however, would necessitate the abandonment of the Park Avenue/McEvoy intersection. McEvoy could gain access to the Bush Street extension via a westward extension of Dupont Street, and in the long term could be abandoned as a public street.

The plan's proposal for a Bush Street extension along the Union Pacific right-of-way will also allow for a full-movement intersection at West San Carlos Street. The location of this intersection is adequately spaced from the railway overcrossing to allow the overcrossing to be rebuilt with improved vertical geometry without affecting the intersection operations.

POLICY 3.4: Access and circulation near Cahill Station and the Community Arena should be improved.

The plan reinforces the idea originally suggested by the Downtown Strategy Plan to extend and realign West San Fernando Street to terminate at Cahill Station to improve access between Midtown and downtown, and to enhance the identity and role of the station within the region. Phase One improvements to Cahill Station currently underway incorporate the terminus of this roadway around a landscaped plaza area. The proposed West San Fernando Street alignment diverges from existing West San Fernando Street east of Gifford Street. The section of existing West San Fernando Street between the new alignment and Gifford Street will have to be maintained to provide access to individual land parcels. However, movement between this short piece of existing West San Fernando Street and the remainder of West San Fernando Street should not be allowed because of the awkward intersection angles.

The plan incorporates the existing one-way couplet of Montgomery-Autumn between Park Avenue and Santa Clara Street. However, traffic along this corridor should be monitored and, if it becomes necessary, consideration should be given to the conversion of Autumn Street to a four-lane two-way street. The Downtown Plan has proposed this as a future improvement that would create a continuous "Riverfront Road" from Coleman Street in the north to Bird Avenue in the south. This improvement would have to be coordinated with Caltrans because of the couplet's designation as part of State Highway 82.

With the completion of the parking improvements in the vicinity of the Community Arena and Cahill Station, Cahill and Crandall Streets will no longer be public streets. However, the plan provides for these streets to be reinstated as public streets and the time of future development of these properties.

POLICY 3.5: The existing street system south of West San Carlos Street should be enhanced and extended to better serve existing and future development.

The existing grid pattern of streets provides an appropriate level of service to the low-intensity commercial and industrial uses south of West San Carlos Street. As commercial and industrial uses intensify in this area, and as residential development is introduced, it will be necessary to supplement and modify the existing street system, to meet new demands and to meet current City standards. To support planned land uses, three modifications to the street system are recommended by the plan:

- Along the western edge of the County's property between Sunol and Lincoln Streets, a new north/south roadway is proposed to link West San Carlos Street with Auzerais Avenue. This improvement would provide access to planned mixed-use development between the new street and the Vasona LRT station. It is anticipated that full movements would be allowed at the intersection of this street with West San Carlos Street.
- The west portion of Auzerais Avenue between Race Street and Meridian Avenue is suggested to be realigned along the southern edge of the Saddlerack property as a new collector roadway, to discourage through-traffic from penetrating the planned residential development and to allow for the creation of a contiguous and cohesive neighborhood. This new roadway would accommodate the existing access from Meridian Avenue to the southern portion of the Specific Plan area currently provided by Auzerais Avenue. The plan recognizes that Auzerais Avenue may remain in its existing alignment as discussed in Policy 2.2 in the Land Use and Urban Design chapter.
- Within the proposed Sears/Saddlerack neighborhood itself, the plan calls for a system of local streets that provides convenient vehicular and pedestrian

connections between the existing and new neighborhoods. More specifically, the plan calls for a roadway to be located along all perimeter edges of the planned neighborhood park at the heart of the new neighborhood, and for perpendicular roadways to connect the park with the perimeter street system. The location of these perpendicular roads is suggested along alignments that will promote pedestrian linkages to the adjacent St. Leo's, Buena Vista and Burbank neighborhoods, but that will not encourage "cut-through" vehicular movement in existing or future residential areas. Right-in/right-out intersections are required along Meridian Avenue and West San Carlos Street to limit such through-movement.

POLICY 3.6: Potential localized intersection improvements should be identified to mitigate impacts of proposed development.

All intersections within the planning area currently operate at Level of Service D or better during the a.m. and p.m. peak-hour periods, with the exception of Meridian Avenue and West San Carlos Street, which operates at Level of Service F during the p.m. peak hour. Prior to the issuance of planning permits for individual projects, more detailed traffic analysis will be required.

For example, development proposed for the Sears parcel should perform a detailed analysis of the Meridian/West San Carlos intersection to determine whether right-of-way is needed for a separate northbound left-turn lane on Meridian Avenue to alleviate existing traffic congestion.

POLICY 3.7: Guidelines for potential access points onto the city street network should be identified.

Curb cuts and intersections onto the street system should be limited to certain specific locations to avoid congestion and maintain safety. Driveways should be a minimum of 50 feet from minor street intersections; the distance from other intersections will vary depending upon traffic

conditions. Driveways should be designed to meet current City standards, in keeping with the objectives of creating an urban community.

Parking

OBJECTIVE 4: Provide for sufficient parking to serve businesses and residents of the area, while recognizing the presence of alternative modes of travel and opportunities for reduced parking standards.

Even with the planned transit improvements, parking is needed in sufficient amounts to satisfy the demands of future residents and employees. The plan calls for parking to be monitored on an ongoing basis to allow for possible reductions in parking standards as transit systems develop, and as a mixture of uses with potential for shared parking is introduced to Midtown. The plan also calls for parking to be carefully controlled to avoid conflicts between major parking generators (e.g., Cahill Station, San Jose Community Arena) and existing and planned residential development.

POLICY 4.1: On-street parking should be maximized and controls (e.g., meters and time restrictions) should be implemented in commercial areas to encourage optimum turnover throughout the day.

On-street parking should be provided along streets within Midtown to provide convenient access to mixed-use development and a buffer between pedestrians and moving traffic. On-street parking should be time controlled in commercial areas to encourage a turnover throughout the day; all-day parking for the Cahill Station and employment uses should be confined to off-street facilities.

POLICY 4.2: Adjustments to existing City parking standards should be considered for commercial office development adjacent to transit.

The San Jose parking ordinance requires one parking space for every 250 square feet of office development outside of the downtown area. Because of the direct proximity to transit, office development adjacent to the Cahill Station or the future Vasona/West San Carlos station may not require this level of off-street parking. At the time of development, consideration should be given to reducing parking requirements in these areas to further increase transit patronage and reduce auto dependency.

POLICY 4.3: The establishment of a parking monitoring program should be considered to adjust parking standards as needed.

A parking monitoring program should be established to determine if an adjustment to the amount of parking required for specific development should occur as a result of other transportation improvements, such as the Vasona LRT extension.

POLICY 4.4: A reduction of parking standards within specific project areas should be considered if complementary uses provide an opportunity for shared parking.

Many of the individual projects that occur within Midtown will include a range of uses that may have differing peak-load demands for parking and/or that will promote pedestrian rather than auto access from one activity to another. Within specific development proposals, shared parking should be considered after the completion of a demonstrated parking analysis.

POLICY 4.5: Parking adjacent to Cahill Station and for the Arena should be maintained as Midtown develops.

Approximately 650 public surface parking spaces within Midtown will be constructed by 1993 to serve Cahill Station and the Community Arena. The future development or joint development of these lots should include the full replacement of these spaces, plus any needed parking to serve the new uses. Any parking required to serve

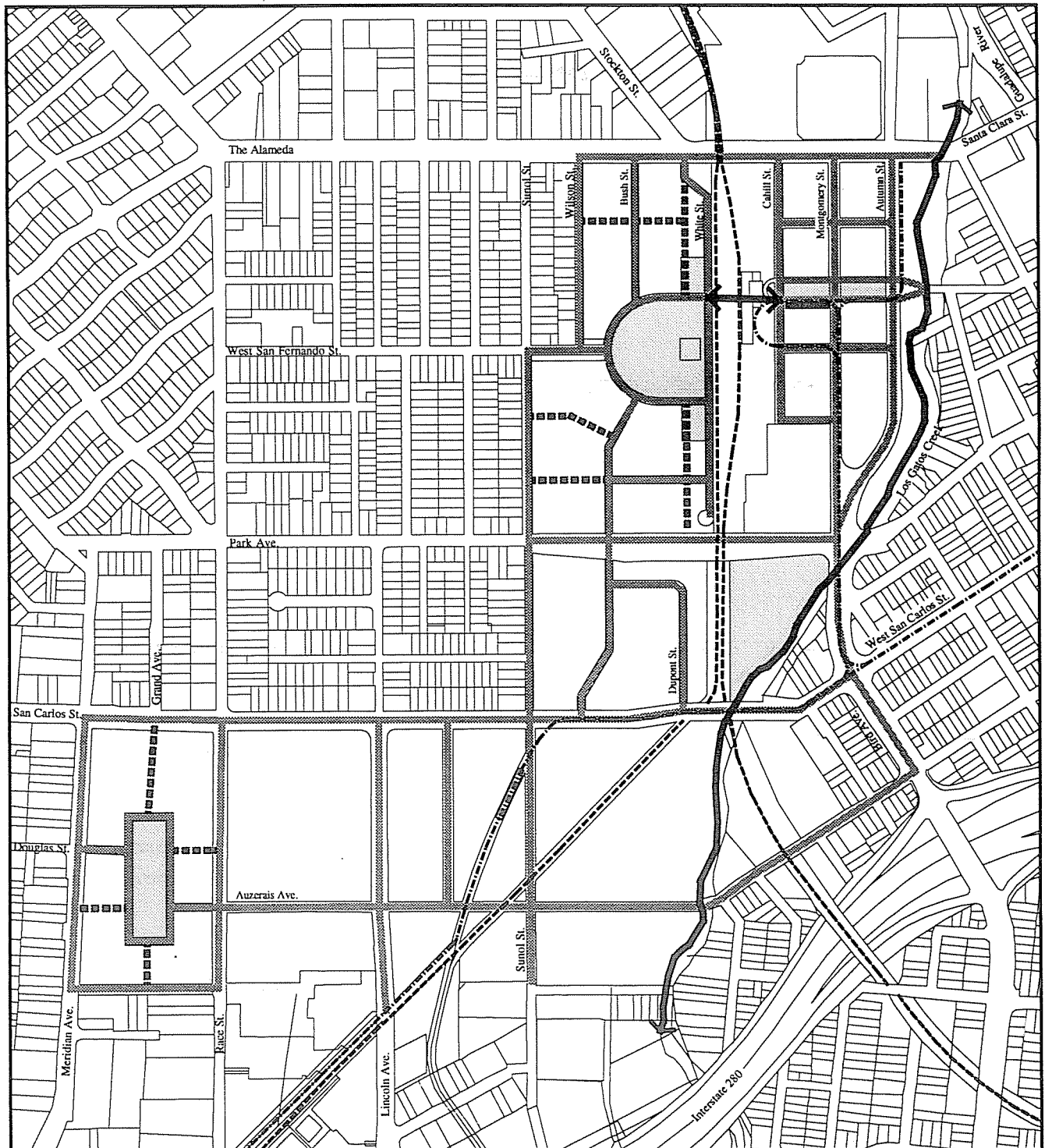




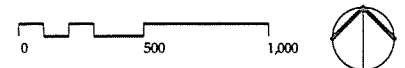


Figure 21
PEDESTRIAN CIRCULATION

-  Public Street Network
-  Dedicated Pedestrian Way
-  Potential Local Streets & Mews
-  Public Parks / Open Space



new uses may also be available to serve Arena and Cahill station patrons. It is anticipated that this would be achieved through the construction of parking structures as an integral part of joint development projects.

POLICY 4.6: A parking management plan for the area should be developed to prevent impacts of Arena parking within Midtown.

A parking management plan for Midtown should be developed which will allow residential on-street parking but prohibit parking by nonlocal vehicles, particularly those attending Arena events. A parking permit program could be instituted to ensure on-street parking for local residents. This plan would be prepared after a threshold of new development has occurred.

Roadway Design and Pedestrian Circulation

OBJECTIVE 5: Improve the visual and pedestrian quality of the street network of Midtown by providing connections to the downtown and surrounding areas.

In addition to providing movement corridors for vehicles, the streets of Midtown will help to give character to the area and provide an important amenity for pedestrians.

POLICY 5.1: Street design standards, that meet City standards and that promote comfortable pedestrian movement, should be established for Midtown.

The plan establishes design standards for public streets within Midtown (Figure 23) that are consistent with the City Department of Public Works standards. The standards, depicted in Figure 23, include sidewalks of 12 feet with a landscaped parkway strip along residential streets, and tree-wells along commercial streets. Street trees that provide a continuous canopy, and

distinctive light fixtures, are also recommended to add amenity and identity to the area.

POLICY 5.2: West San Fernando Street should be designed as a major pedestrian and visual link between Midtown and downtown San Jose.

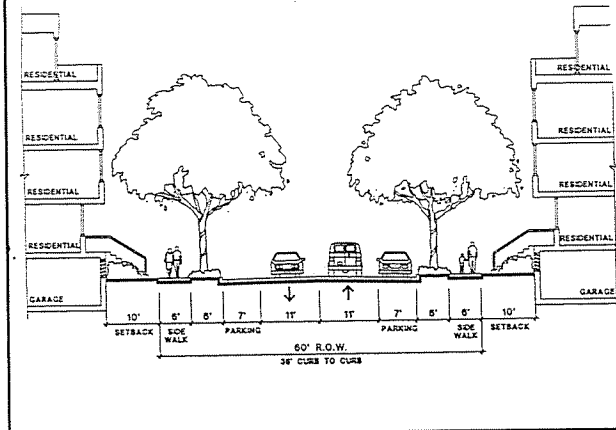
West San Fernando Street is envisioned as a major pedestrian way between the downtown and Cahill Station, necessitating wide sidewalks. In addition, the street tree planting program along this street should be designed to accentuate and complement Cahill Station as a major terminus and landmark. A program of public art is also recommended to enhance the civic significance of Cahill Station and to create a gateway to Midtown.

POLICY 5.3: A direct pedestrian linkage between the Cahill West neighborhood and Cahill Station should be implemented.

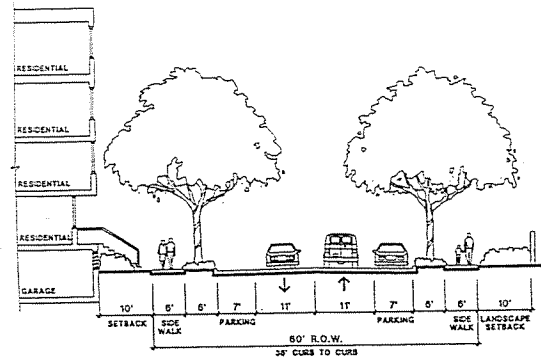
The plan calls for a grade-separated pedestrian connection between Cahill Station and the planned and existing neighborhoods to the west. This can be accomplished through the extension of the existing passenger access tunnel west at the Cahill Station to a portal near the Cahill West neighborhood park, or through a new facility. The design of this connection should provide maximum security to pedestrians. Access should be limited to station operating hours, and monitoring should be undertaken throughout the day. The linkage should also meet design standards stipulated in the Americans with Disability Act.

POLICY 5.4: A continuous trail system along Los Gatos Creek should be implemented, and an interim system prior to its realization should be provided.

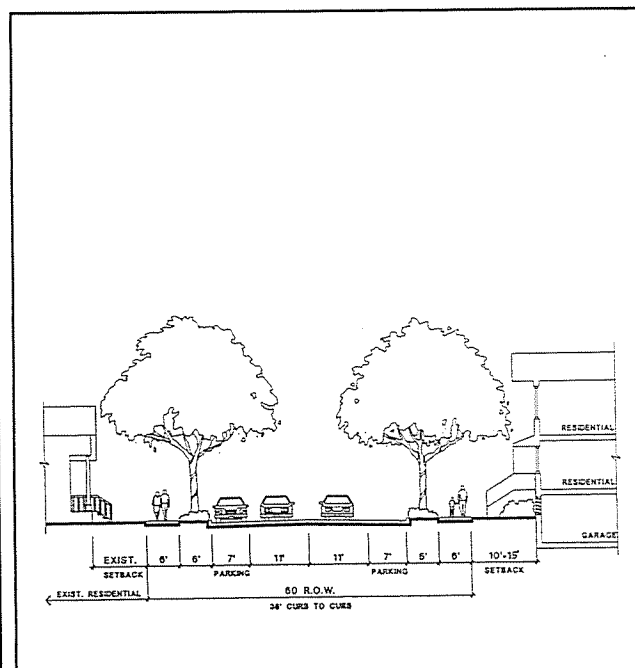
Los Gatos Creek provides a distinctive eastern edge to Midtown, but one that is largely inaccessible due to private property ownership along its length. The City has developed a



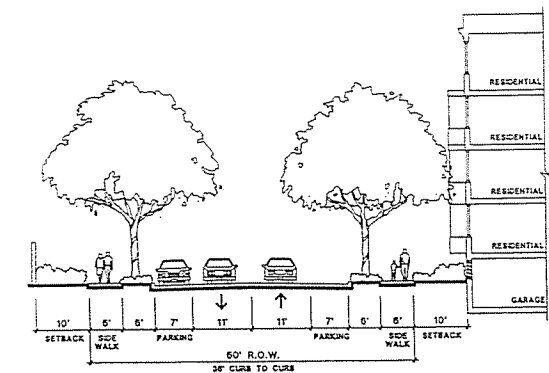
NEW RESIDENTIAL STREET
Union Pacific R.O.W. North of Park Avenue



NEW RESIDENTIAL STREET
Union Pacific R.O.W. South of Park Avenue



SUNOL STREET/WILSON STREET



NEW AUZERAIS STREET
Between Meridian Avenue and Race Street

Figure 22
ILLUSTRATIVE STREET SECTIONS

long-range plan for the implementation of a trail system along the three and one-half mile length of Los Gatos Creek in San Jose as part of a regional system of greenways linking the bay with the hills. While portions of this system have been completed outside of Midtown, the presence of existing businesses has precluded any trail development from occurring within the area. As described in the Land Use and Urban Design Element of the Specific Plan, new development that may occur along Los Gatos Creek is encouraged to do so in a manner that achieves the objectives of the Los Gatos Creek Master Plan.

Prior to the realization of the full trail system, the Los Gatos Creek Master Plan proposes an interim plan that utilizes on-street linkages where access along the creek is discontinued. Within Midtown, this system would rely upon Sunol, West San Carlos and Autumn Streets. The plan recommends that the City negotiate with private property owners for easements along the creek bank (e.g., Del Monte) and for the City itself to consider providing an easement along the City Fire Training Facility. As discussed in the Community Facilities Element of the plan, the five-acre City Fire Training Facility along Los Gatos Creek is recommended for a neighborhood park which will enhance the recreational potential of the creek corridor.

As the Los Gatos Creek trail is implemented, access to the trail should be provided where feasible at street/bridge crossings at The Alameda, West San Fernando Street, Park Avenue, West San Carlos Street, and Auzerais Avenue.

Bicycle Circulation

OBJECTIVE 6: Facilitate bicycle travel within Midtown and to adjacent areas, allowing for the safe and convenient use of bicycles as an alternative mode of transportation.

The City of San Jose is in the process of developing a citywide bicycle plan. City staff is currently working to identify the most appropriate ways for this system to be extended through Midtown. The following represent general policies prior to the completion of a bicycle plan for Midtown:

POLICY 6.1: The internal bicycle network within Midtown should connect to the potential regional bicycle corridors wherever practical.

The City of San Jose is currently preparing an update to its bicycle plan. Although the update will not be completed prior to finalization of this Specific Plan document, initial discussions with the City have resulted in the following recommendations for bicycle circulation within Midtown:

- Midtown should provide bicycle routes not only for recreational riders, but also for commuters.
- To this end, Midtown should provide north-south bicycle circulation, connecting Cahill Station with North San Jose and with Willow Glen to the south.
- This connection should ultimately be achieved within Midtown by means

of routes along Autumn Street, West San Fernando Street, Los Gatos Creek, Auzerais Avenue and Lincoln Avenue.

- The route along Los Gatos Creek should be a Class I bike path that is implemented in conjunction with the overall trail system along Los Gatos Creek and the Guadalupe River.
- The route along Autumn Street, West San Fernando Street and Lincoln Avenue should be a designated Class II bicycle lane (designated bike lanes within the roadway right-of-way) that is implemented in conjunction with future roadway improvements and right-of-way expansions.
- Because of the limited right-of-way and low volumes of traffic, the route along Auzerais Avenue should be a Class III posted bike route (no designated travel lanes for bicycles).

POLICY 6.2: Sufficient street width for bicycle use should be provided on all new roadways.

Bicycle movement along all streets is encouraged within Midtown. In addition, to the recommended bike routes described above, the plan calls for all new collector or arterial streets to introduce sufficient street width for the use of bicyclists. For the provision of bike lanes, which designate a portion of the roadway for the exclusive use of bicyclists, an additional width of five to six feet on each side of the roadway is necessary. For the provision of a bike route, which is a street designated as particularly suited for bicycle travel through signing but no pavement markings, an additional width on each side of the roadway is desirable. This width is in addition to the travel lanes and parking lane. No additional width is recommended for local residential streets, because of the low traffic volumes and the desire to maintain an intimately scaled and pedestrian-oriented streetscape.

POLICY 6.3: Secure bicycle parking should be encouraged at all major employment and commercial centers, and at the Cahill and Vasona LRT stations.

Secure and conveniently located bicycle parking facilities should be provided at transit stations and in large new employment complexes in order to encourage the use of bicycles for work trips. In addition, secure bike parking should be considered in the design of the urban school/ community center and each of the planned neighborhood parks.

Transportation Systems Management

OBJECTIVE 7: Develop Transportation Systems Management (TSM) programs which discourage single-occupancy vehicle trips and maximize transit use.

Transportation Systems Management (TSM) is a program of specific measures to discourage individuals from driving in favor of travel alternatives including carpooling, vanpooling, bus and light rail transit service. In Midtown, which will be well served by transit, an aggressive TSM policy should be developed in order to support the use of transit and alternative modes of transportation. More specifically, the following policies are recommended:

POLICY 7.1: Apply transportation systems management (TSM) measures to new development in Midtown, and encourage the establishment of a Transportation Management Association (TMA) to coordinate TSM efforts for Midtown.

The City of San Jose, in conjunction with the Cities of Milpitas, Mountain View, Palo Alto and Sunnyvale, and Santa Clara County adopted an ordinance in 1990 to establish a transportation demand management program in the Golden

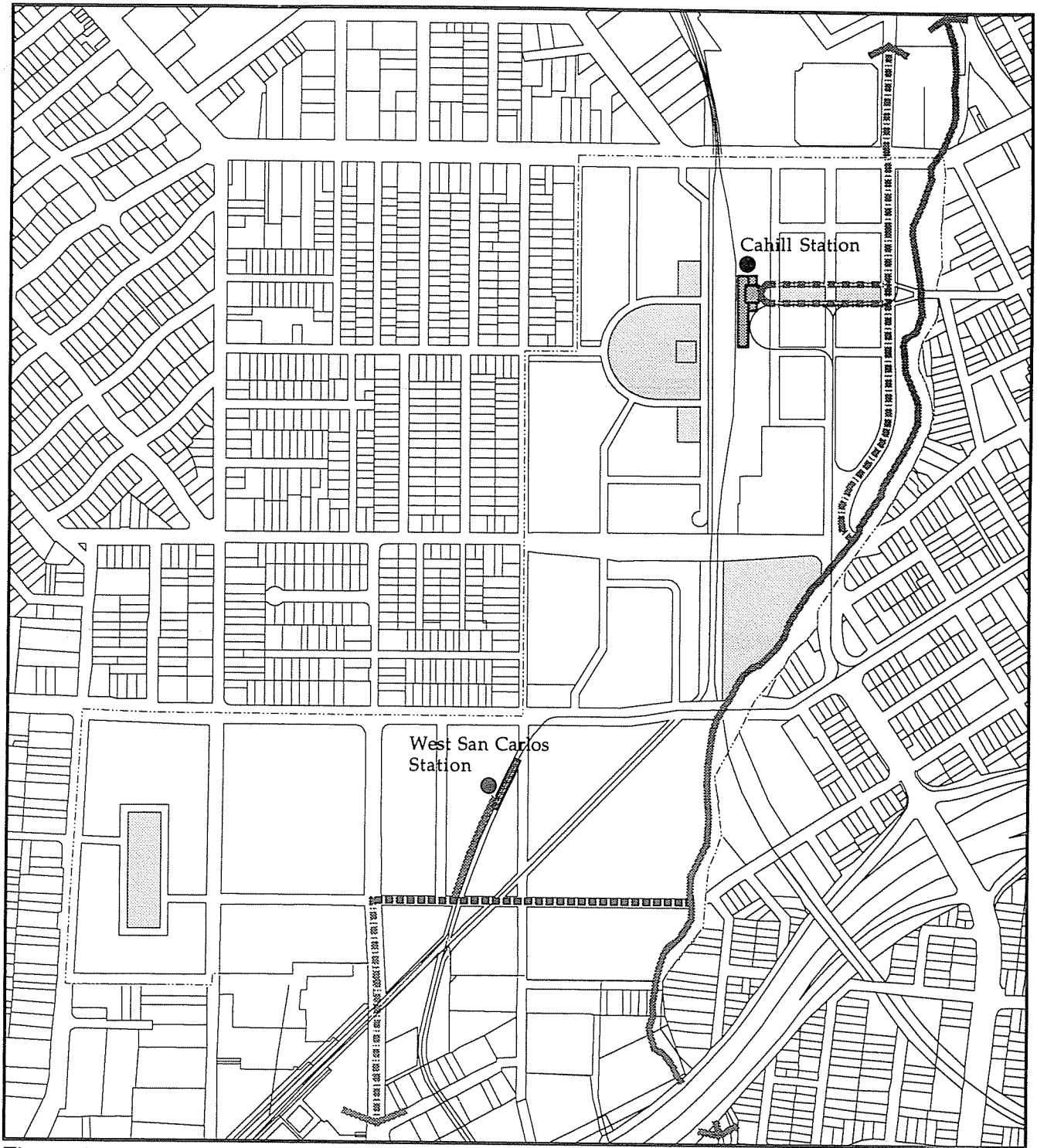







Figure 23
BIKEWAYS

-  Class I Bicycle Route
-  Class II Bicycle Route
-  Class III Bicycle Route
-  Bicycle Parking
-  Public Parks / Open Space

Triangle. As Midtown redevelops, a similar program should be considered for this area.

The goals of the TSM program would be to reduce the use of single-occupant vehicles, increase the average vehicle occupancy rate, improve transit ridership, and reduce the requirement for parking. In order to achieve a reduction in automobile use, a range of TSM measures could be developed, including preferential and reduced cost parking for vanpool and carpool vehicles, transit information and subsidies for employees, staggered work hours, and telecommuting.

In addition to these measures, the plan suggests that a reduction in parking supply

may be appropriate for development adjacent to major transit stations. A reduction in the parking standards would provide incentives for transit ridership (see Objective 4 above).

A Transportation Management Association could be established for Midtown. The TMA would be responsible for providing development, coordination, monitoring and, if appropriate, transportation management services to the employment centers. The primary role of the TMA will be to oversee TSM performance of individual property owners, and to work with the City and other public agencies concerning local and regional transportation issues that affect Midtown.

Utilities

Midtown is located within the City of San Jose's Urban Service Area and is currently served by all major utilities, including sanitary sewers, storm sewers, water, electricity, gas and telephone. In general, the capacity and condition of existing utility systems is adequate to support planned development within Midtown. However, as more intensive commercial and residential development replaces some of the low-intensity industrial and service-oriented uses in portions of the planning area, new distribution lines may need to be installed and some of the existing facilities may require upgrading, replacement and/or extension.

The Utility Element of the Midtown Specific Plan establishes policies for the orderly upgrading and construction of utilities, taking into account the long-term development objectives for the planning area. In this way, the utility plan provides individual property owners and developers as well as the City with an overall framework of improvements that will be necessary to support the full buildout of the planning area. The Implementation Element of the Specific Plan establishes policies related to the phasing and financing alternatives of these improvements.

Storm Drainage

OBJECTIVE 1: Provide and upgrade storm drainage facilities within Midtown to adequately serve new development and meet current City standards.

The existing storm drainage system within Midtown provides drainage generally in an

easterly direction to Los Gatos Creek. While there are no existing problems related to capacity within the planning area, the adoption of new City standards requiring the drainage system to accommodate a 10-year flood necessitates upgrades and the construction of additional facilities. In addition, some of the drainage facilities located within unincorporated pockets of the area will require upgrading to meet City standards.

POLICY 1.1: Construct relief storm drainage lines to serve new development in portions of the planning area.

In order to meet City standards, two storm drainage lines will be required to be constructed to supplement existing facilities. New development occurring within the Cahill West subarea will require the construction of a relief storm drain beneath Stockton and Julian Streets, connecting the intersection of The Alameda and White Street with an existing 54-inch line at Julian and Montgomery Streets north of the Community Arena. The size of the line will need to be determined at the development stage of the project.

Similarly, to support new development within the Sears/Saddlerack and Vasona Mixed-Use subareas, and to allow for intensification of industrial and commercial-service uses within the Lincoln-Auzerais subarea, an additional relief drain will be required. This facility should be constructed beneath Meridian and Park Avenues to connect the intersection of Meridian Avenue and West San Carlos Street with an existing 48-inch line at Park Avenue and Sunol Street. The size of this facility should be determined at the development stage of the project.

POLICY 1.2: Storm drainage facilities should be constructed and/or upgraded beneath existing and new streets within Midtown.

In addition to the relief storm drains described above, all new and existing streets within Midtown should be designed with adequate storm drainage facilities to meet City standards.

Sanitary Sewers

OBJECTIVE 2: Provide for the sanitary sewage needs of existing and future development within Midtown.

Sewage treatment in Midtown is provided by the City of San Jose. The San Jose/Santa Clara Water Pollution Control Plant, located in Alviso, provides primary, secondary and tertiary treatment of wastewater. The City's level of service goal for sewage treatment is to remain within the capacity of the treatment plant, which is not expected to be expanded over the next 10 to 15 years. There is sufficient plant capacity to service the projected development within Midtown.

POLICY 2.1: Sanitary sewage lines should be constructed and/or upgraded beneath existing and new streets within Midtown.

The sanitary sewer network within Midtown consists of vitrified clay pipes ranging in size from 6 to 24 inches in diameter and reinforced concrete pipes 36 inches in diameter. While these facilities are adequate for existing uses, the intensification of development and the construction of new streets will require upgrading and replacement of portions of the system. It is anticipated that all new streets within Midtown will need to incorporate eight-inch vitrified clay sewage lines leading to the existing trunk facilities located along Sunol Street, Autumn Street, Park Avenue, and Lincoln Avenue.

Water Supply

OBJECTIVE 3: Provide adequate water facilities to serve the needs of new development, and apply water conservation techniques to reduce overall demand.

Midtown is located within the service area of the San Jose Water Company. Existing facilities are adequate to meet current fire flow and domestic service requirements within Midtown. Since industrial uses typically generate greater demand for water than commercial or residential uses, it is estimated that the area may experience excess capacity in the water lines. The area located along the southern boundary of Midtown (i.e., south of Auzerais Avenue) is serviced by two pressure zones, the Dow Zone and the Cambrian Zone. New development in this area may hook up to facilities in each zone, provided that connections are not made between the pressure zones.

POLICY 3.1: Water distribution lines should be constructed and/or upgraded beneath existing and new streets within Midtown.

Existing water lines within Midtown include cast iron, steel and ductile iron pipes ranging in size from 3 inches along Wilson Street to 16 inches along The Alameda. The San Jose Water Company will provide fire and domestic water service to future development beneath existing and new streets. At the time of development, the precise sizes of pipes will be determined to ensure adequate water and fire flow capacity.

POLICY 3.2: Water consumption and wastewater flows should be reduced through a program of water conservation measures.

The plan calls for the use of low-flow shower heads, water-conserving appliances, and low water use toilets that can reduce indoor water use. In addition, the plan recommends the use of drought-resistant landscaping and

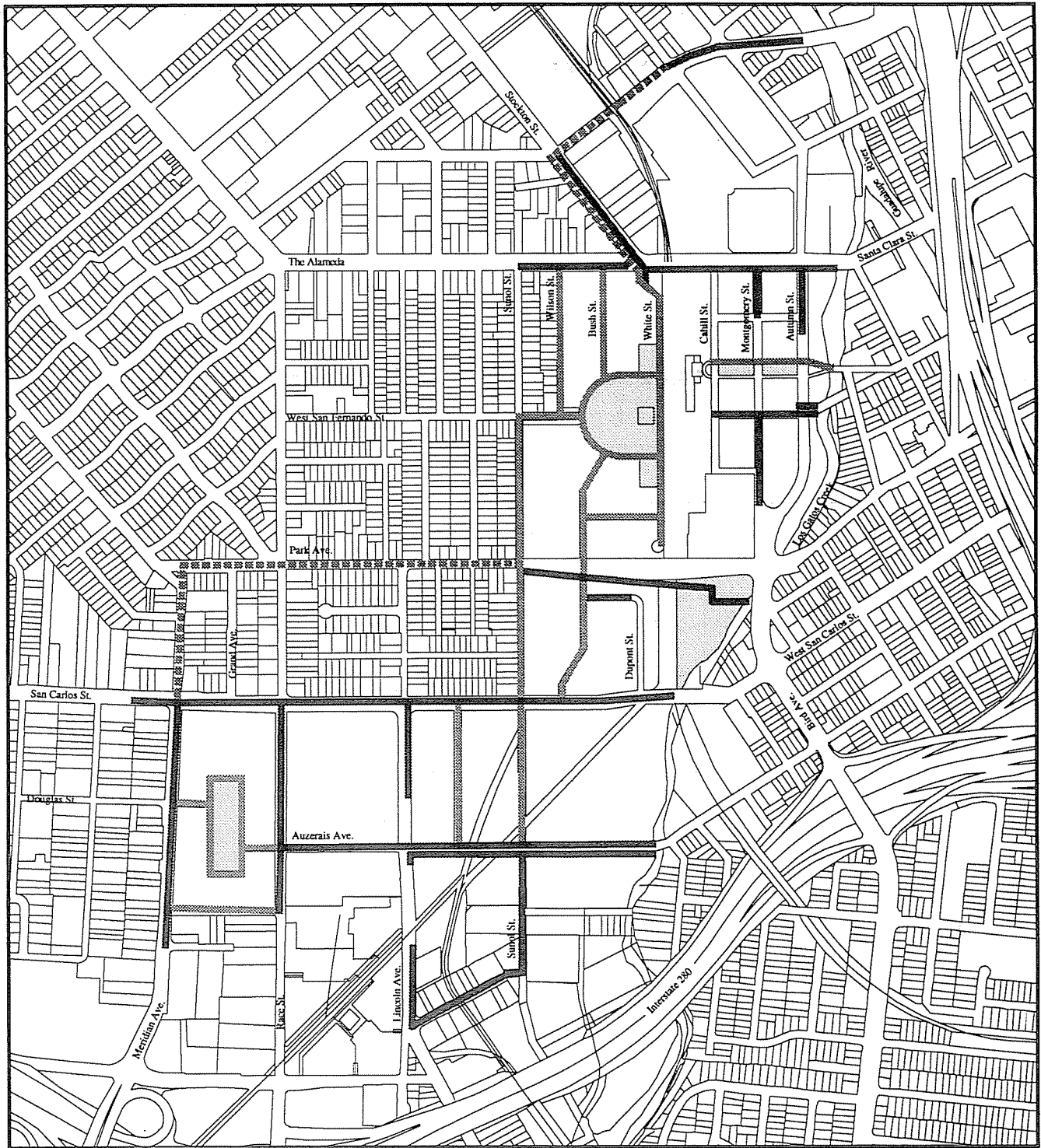





Figure 24
STORM DRAINAGE SYSTEM

-  Proposed Storm Drainage Lines
-  Proposed Relief Storm Drainage Lines
-  Existing Storm Drainage Lines

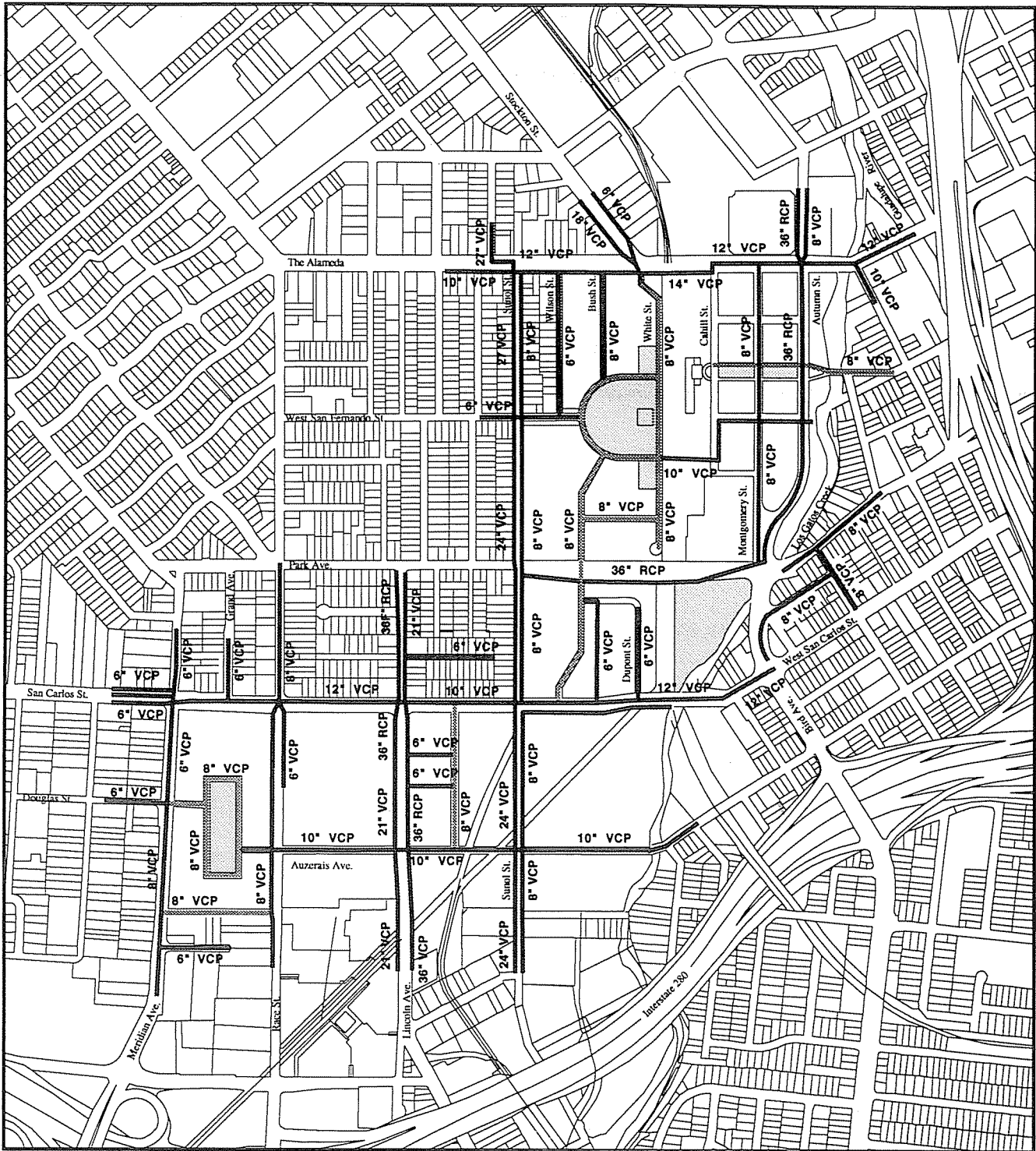
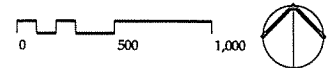
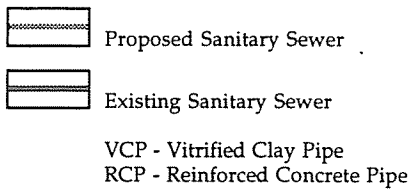


Figure 25
SANITARY SEWER SYSTEM



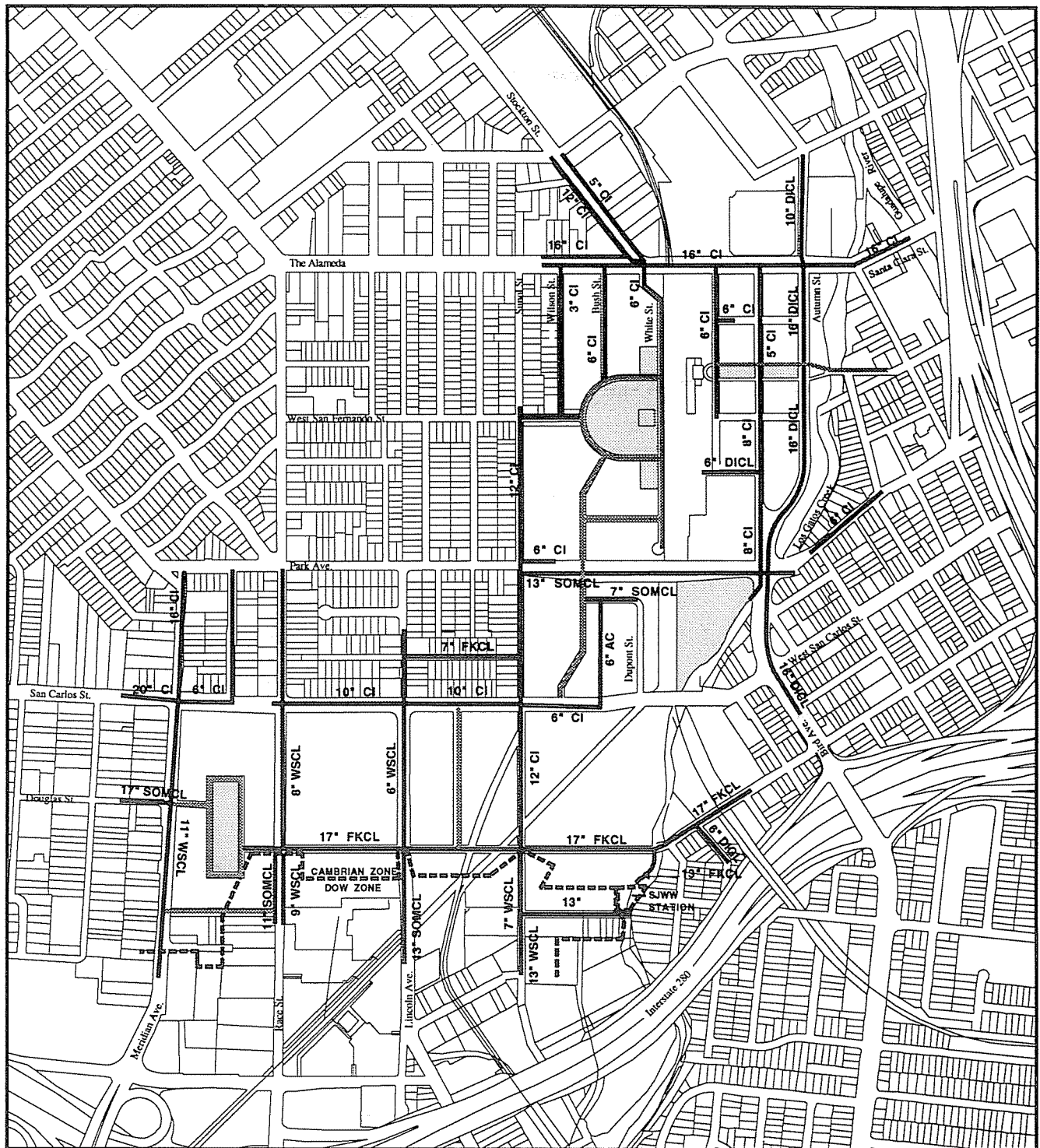





Figure 26
WATER SUPPLY

-  Proposed Water Lines
-  Existing Water Lines
-  Pressure Zone Line
- CI - Cast Iron
- SOMCL - Somatic-Coated Steel
- WSCL - Wrapped Steel
- FKCL - Fiber Crafted Steel
- DICL - Ductal Iron

water-conservative irrigation methods. By so doing, the development will not only encourage a reduction in water consumption, but will also reduce wastewater flows to the Water Pollution Control Plant.

Energy

OBJECTIVE 4: Provide adequate electrical and gas service to support future development, and encourage a program of energy conservation.

Electricity and gas are provided to Midtown by Pacific Gas and Electric (PG&E). The majority of the electrical lines within the planning area consist of 4 and 12 kilovolt (kv) service in both overhead and underground facilities. An undergrounding rule is currently in effect for Midtown requiring, as per City policy, future development to replace overhead facilities with underground lines. In addition, PG&E is currently undergrounding facilities along West San Carlos Street in accordance with the Neighborhood Business District plan.

High voltage 115 kv transmission lines traverse Midtown in a north-south direction, following Los Gatos Creek and Autumn Street south to West San Fernando Street, where the line diverts westward to the PG&E substation located south of Cahill Station. From the substation, the transmission lines proceed south along the main line tracks to the Los Gatos Creek corridor. During the preparation of the Specific Plan, consideration was given to the undergrounding of these facilities; however, costs associated with such an improvement were deemed to be prohibitive.

The majority of the gas lines within Midtown consist of low-pressure cast iron and steel lines which may require upgrading to high-pressure plastic lines as development proceeds.

POLICY 4.1: Adequate underground electrical service should be provided to support development.

Proposed development within Midtown is not anticipated to result in a significant increased impact on electrical demand, since many of the existing land uses that are high users of energy may eventually be replaced by land uses that typically use less energy. However, as development proceeds within Midtown and as streets are constructed, upgraded underground service will be required. For instance, all existing streets with 4 kv service will need to be upgraded to 12 kv lines, and all streets constructed within Midtown will need to incorporate underground 12 kv service.

POLICY 4.2: Adequate gas service should be provided to support development.

While proposed development within Midtown is not anticipated to result in a significant increased demand for gas service, all existing and new streets within Midtown will require upgraded high-pressure plastic lines to replace existing low-pressure cast iron facilities.

POLICY 4.3: Future development should incorporate energy-conserving devices to promote conservation.

The development of a high-density mixed-use project adjacent to transit, and within an area of the city already well served with infrastructure, represents an energy-conservative approach to regional planning and development. Through the reduction of automobile trips and the consolidation of services, energy consumption can be controlled. By so doing, the Midtown Specific Plan reinforces the broad energy policies of the City's General Plan. Beyond these policies, the plan encourages future developers to work collaboratively with PG&E to participate in energy efficiency programs and to employ state-of-the-art technologies and techniques in the construction of buildings and in the design of electrical and mechanical systems.

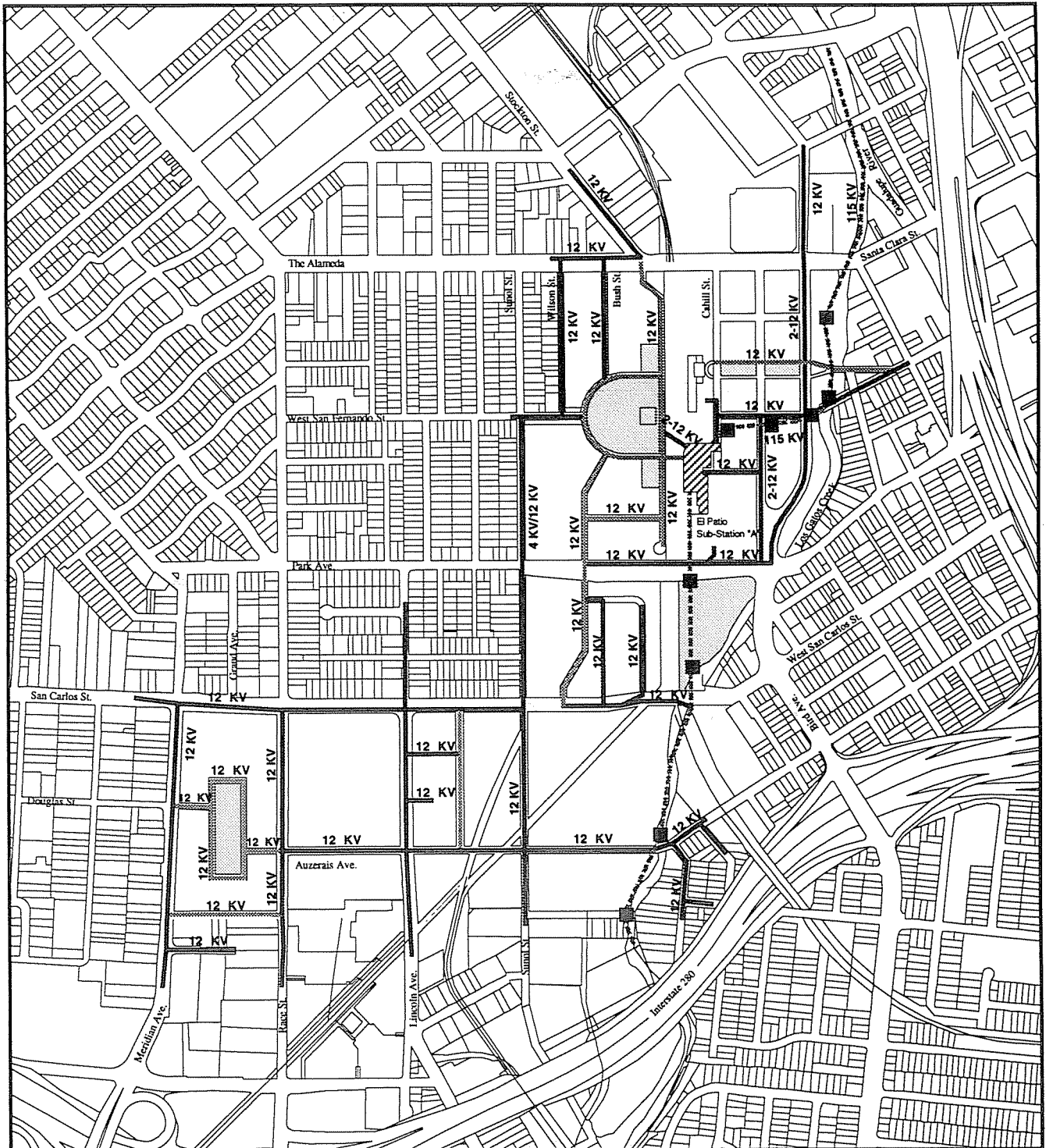






Figure 27
ELECTRICAL LINES

-  Proposed Electrical Lines
-  Existing Electrical Lines
-  Existing 115 KV Electrical Lines
-  Pylons

Implementation

The purpose of the chapter is to provide a framework for the implementation of the Specific Plan. This framework contains four major components:

- Consistency with the General Plan;
- Land Use Regulation;
- Financing Alternatives for Infrastructure and Community Facility Improvements; and
- Administration of the Midtown Specific Plan.

Consistency with the General Plan

The Midtown Specific Plan is consistent with the San Jose Horizon 2000 General Plan. The Specific Plan furthers the implementation of the five major strategies contained in the General Plan (Economic Development, Downtown Revitalization, Growth Management, Neighborhood Conservation/Preservation, and Hillside Preservation).

As illustrated in Figure 28, the major features of the Midtown Specific Plan are incorporated into the General Plan primarily as the Midtown Planned Community. In this way, the Specific Plan functions as a separate document, containing additional detail on the vision, urban design guidelines and implementation that is beyond the scope of the General Plan.

Consistency with Other City Policies

The Midtown Specific Plan is consistent with other City policies regarding land use, economic development and housing, among other topics. In particular, the development of the housing opportunities provided in the Midtown Specific

Plan should be guided by the policies set forth in the Horizon 2000 General Plan, its Housing Appendix, and the Comprehensive Housing Affordability Strategy.

The Definition of Development

Under the San Jose Specific Plan Ordinance, the City may levy a fee on development to recover the costs of preparing a specific plan. Midtown contains many viable existing businesses and the plan provides for limited changes in these uses and for some expansion of existing structures. It is not the intent of the plan to subject these minor changes to a specific plan preparation fee. For this reason, it is important to define “development” to clarify the activities which would be subject to the specific plan preparation fee. For purposes of the Specific Plan Ordinance and fee provisions, such development in Midtown is defined as:

- New construction and/or rehabilitation of existing structures in accordance with the planned land uses described in the Land Use and Urban Design chapter.
- Minor improvements and changes in land use consistent with the “transitional use” policies explained in this chapter and requiring a Conditional Use Permit or rezoning.

The maintenance and expansion of “existing” uses are not considered development for the purposes of the specific plan fee. Similarly, retrofitting unreinforced masonry structures is not defined as development if these improvements are being completed specifically to support “existing” uses.

Land Use Regulation

The Midtown Specific Plan is a long-term plan providing direction for new development in the area. The Specific Plan recognizes the viability of many existing businesses and the benefits of providing opportunities for interim uses as a bridge to the realization of the ultimate plan as described in the Land Use and Urban Design chapter. Objectives and policies below explain the options available for maintaining existing uses and for changing to transitional uses which are consistent with the Midtown Specific Plan. Existing uses are those uses which currently occupy a property as well as similar uses allowed by the existing zoning district. Transitional uses are those that require rezoning or a conditional use permit for activities which fall between the existing uses and the planned, higher intensity uses. Each phase of development has a legitimate role and should contribute to the overall excitement and livability of Midtown.

The underlying direction for the implementation measures comes from the primary goal of the Midtown Specific Plan—the creation of a vital, mixed-use community which is oriented to transit and is pedestrian friendly. In this context, a mixed-use community is one in which high-density residential uses coexist compatibly with retail, commercial services, and industrial uses. Compatibility will not always be easy to achieve since the buildout of Midtown may occur over the next 20 years or more. For example, early residential projects are likely to have industrial neighbors during the transition years.

The following objectives and policies are intended to help guide a relatively smooth transition from the present to the ultimate development of the area. These policies should be used in conjunction with the overall policies and guidelines described in the Midtown Specific Plan. The policies should also be considered

together with the City's other land use regulations described in the General Plan, Zoning Ordinance, published Design Guidelines, and other documents.

OBJECTIVE 1: Existing uses within the entire Midtown area may remain until a property owner wishes to change uses.

The intent of the Midtown Specific Plan is to guide new development. The area is expected to experience significant change after the completion of the Arena, Cahill Station improvements, and the future construction of the Vasona Light Rail Corridor. Some properties are currently available for development (e.g., the former Sears site). Other properties contain viable uses which are unlikely to change in the near future. Although many of these existing uses are not consistent with the Midtown Specific Plan (e.g., the existing use is auto repair and the planned use is residential), the uses may remain until such time as the property owner decides to pursue a different use on the site. It is not the intention of the Midtown Specific Plan to force businesses out of the area. Existing use policies seek to provide shorter term opportunities and options for property owners to obtain an economic return on their properties with minimum investment.

POLICY 1.1: It is the intent of the Midtown Specific Plan that existing uses may remain until the property owner is interested in pursuing a new use.

In fact, the Midtown area benefits from a mix of existing, transitioning and new uses; each contributes to the goal of a vital, mixed-use community. Existing uses can be part of that fabric, and in certain areas (e.g., the Lincoln-Auzerais subarea), existing uses are planned to remain and be part of the solid industrial and commercial area.

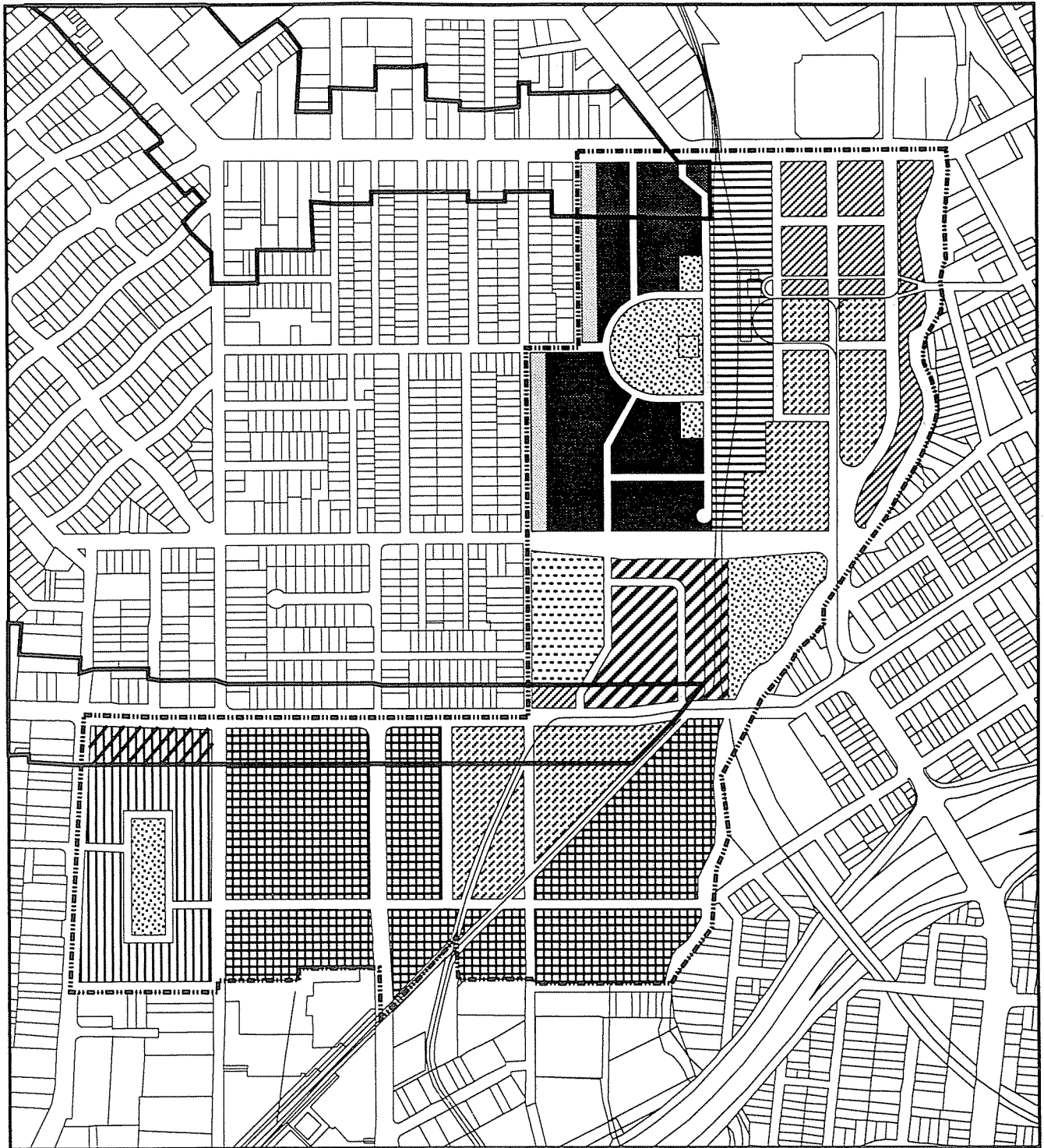


Figure 28
GENERAL PLAN DESIGNATIONS



	High Density Residential (12-25 du/ac)		General Commercial		Neighborhood Business District Overlay
	Transit Corridor Residential (12+ du/ac)		Public/Quasi-Public		
	Very High Density Residential (25-65 du/ac)		Combined Industrial/Commercial		
	Residential Support for the Core (25+ du/ac)		Combined Industrial/Commercial with Live/Work Overlay		
	Mixed Use		Public Park/Open Space		

POLICY 1.2: It is not the intent of the Midtown Specific Plan to preclude the exact replacement of structures which have been destroyed by fire or other event beyond the control of the property owner.

Specific protection exists in City regulations for the replacement of structures after a catastrophic event if the structures house uses which do not conform to the existing zoning. The Midtown Specific Plan intends to provide similar protection to existing uses which conform to their zoning district but may not be consistent with the specific plan designation.

This policy does not cover the deliberate demolition of structures to make way for new construction inconsistent with the Specific Plan. Such construction would represent a significant investment which could not be amortized very quickly and would inhibit the reuse of the site for the planned use in the short term.

POLICY 1.3: To utilize existing buildings and facilities, property owners may change uses provided that the new uses conform to existing zoning and do not involve any physical changes requiring a planning permit (e.g., a discretionary permit). This provision is routine and applies to all properties in the city.

Much of the Midtown area is currently zoned M-1 (Light Industrial) and M-4 (Heavy Industrial). These zoning districts allow a variety of enterprises. Among the allowed uses are manufacturing, storage, warehouse, distribution, wholesale and catalog/mail order establishments; veterinary clinics and pet grooming and boarding; sales or rentals of construction equipment; mini-warehouses; and auto-related uses.

Property owners, in areas planned for residential or commercial uses, are discouraged from changing to a use which is a more intensive form of industrial use than the prior use (e.g., from warehouse to manufacturing). Dissimilar new uses are particularly discouraged if they would result in noise, vibration, or other potential impacts that would not be compatible with nearby

planned commercial or residential uses. The more “heavy” industrial uses are discouraged because they may inhibit the development of nearby commercial or residential uses according to the Midtown Specific Plan.

POLICY 1.4: Unreinforced masonry structures must conform with the City’s Unreinforced Masonry Building Ordinance. Warehouses and similar structures not used for human habitation and not housing emergency services, equipment and supplies are exempt from this ordinance. These buildings may also be retrofit to meet all seismic and other safety standards and then may be occupied with “existing” uses as described above or planned uses as described in this document.

Midtown contains several unreinforced masonry buildings. City ordinance requires that the structures be retrofit, demolished, or remain vacant. Under certain circumstances, some limited uses (e.g., storage) may occur in the buildings and are exempt from the City’s URM ordinance as described in the policy above. If the buildings are retrofit, then they could be occupied by existing uses as described in this section or by planned uses as described in this document. If the site becomes vacant due to the demolition of the structures, then Policy 1.5 below would apply.

POLICY 1.5: Vacant properties may be used for certain low-intensity activities, including seasonal sales, adequately screened outdoor storage, nurseries or plant growing grounds, small-scale recycling (reverse vending machines and small collection facilities), and golf driving ranges. Minor structures (not exceeding five percent of site coverage) would be allowed in association with the use. Vacant properties also may be used for other uses as allowed by the existing zoning district, provided that they are compatible with existing, planned and surrounding uses and represent a degree of investment unlikely to delay ultimate development according to the Specific Plan.

In either case, incompatible uses include, but are not limited to, Arena parking lots in Cahill West, vehicle and heavy machinery sales and servicing, and large-scale recycling facilities.

This policy provides flexibility for vacant sites to accommodate short-term uses. In some cases, a conditional use permit or special use permit may need to be obtained to allow the use on a given site. Arena parking lots should only be located east of Cahill Station to encourage Arena visitors to patronize downtown parking facilities, restaurants and businesses; to protect the neighborhoods west of Cahill; and to facilitate the smooth flow of traffic consistent with the San Jose Arena Transportation and Parking Management Plan.

POLICY 1.6: To further utilize existing buildings and facilities, substantial remodeling and minor building area expansions (up to 50 percent of existing floor area), including in separate buildings, will be considered if other requirements (e.g., consistency with existing zoning, parking, landscaping, etc.) are met (see also Policy 1.8).

This policy provides the flexibility to complete some minor improvements which can be amortized within a few years, thereby maintaining the opportunity for future development of the planned commercial, residential and mixed uses. Major expansions should be considered only for uses at the ultimate, higher intensities. Exterior remodeling and floor area expansions require discretionary planning permits, most often a Site Development Permit. This policy does not apply to properties within the Combined Industrial/Commercial areas which may be developed or redeveloped consistent with other provisions of this plan and applicable City regulations and policies.

A remodel or expansion may be combined with a change in use consistent with the existing zoning district, except that new uses which significantly increase the degree of incompatibility with surrounding planned uses are strongly

discouraged and may be denied through the permitting process.

POLICY 1.7: For remodeling and minor expansions of existing buildings, the plan encourages attractive, compatible facade improvements and the use of materials which do not require significant investment (e.g., canvas awnings).

Attractive facade improvements can often be achieved with a minimum investment. While improvement is encouraged, the intent of the policy is to keep investment at a level sufficiently low that future redevelopment at the intensities described in the Specific Plan is not unreasonably delayed.

POLICY 1.8: The landscape requirements for minor changes to existing uses should correspond to the minimum level of investment in the existing use.

- The landscaping requirements should acknowledge that the existing uses are probably temporary.
- Any major landscaping investment should be urban in character, focused in areas where landscaping is more likely to remain permanently.
- Landscaping should be concentrated along the street frontage and along the interfaces with any existing uses that are consistent with the ultimate development of Midtown.
- Landscaping should conform to the City's Landscape and Irrigation Guidelines.

The majority of the Midtown area was developed before the City adopted its current landscaping requirements. Landscaping is an important amenity for a property, creating an attractive place to do business. For existing uses undergoing minor changes, landscaping requirements are modified to avoid imposing a level of investment which would inhibit future

development consistent with the Midtown Specific Plan.

OBJECTIVE 2: For properties designated Transit-Oriented Mixed Use and General Commercial, certain transitional uses are allowed, primarily in existing structures.

To fully realize the potential of the Midtown Specific Plan in the areas designated General Commercial and Transit-Oriented Mixed Use, parcel assembly and new construction are necessary in most cases. Significant investment, therefore, is needed to convert these areas to the ultimate, planned intensities as described in the Land Use and Urban Design chapter. In some areas, such as Cahill East, this level of investment in new development is unlikely to occur in the short term.

Many of the properties designated Transit-Oriented Mixed Use or General Commercial in the Midtown Specific Plan have existing structures which could be adaptively reused for less intensive uses than ultimately planned for the area. These properties are located in the Cahill East and Vasona subareas and provide an opportunity for supportive and complementary nonresidential activities which are consistent with the long-term vision of the area. Such activities include produce or food markets, florists, home improvement establishments, gardening supply outlets, clothing stores, and similar marketplace or neighborhood-serving retail uses. New activities which require only minimal investment are encouraged in existing buildings during the short term because they can bring the area closer to the goal of a vital, mixed-use community. This provides additional flexibility and land use options while also supporting transit.

As with other aspects of the Specific Plan, land use changes to “transitional” uses, like “ultimate” uses, would need to conform to the Zoning Ordinance and the General Plan. In most cases, this would require rezoning the properties consistent with the General Plan designation.

In other cases, conditional use permits would be needed to allow the use within an existing zoning district (e.g., a restaurant is allowed within the M-1 and M-4 zoning districts with a conditional use permit). The following policies guide the implementation of this concept to ensure compatibility with planned uses:

POLICY 2.1: To utilize existing buildings and facilities and to move the land use mix in the Transit-Oriented Mixed-Use and General Commercial areas closer to the intent of the ultimate plan, certain transitional uses are allowed provided that they are compatible with the ultimate, planned uses and objectives of the Midtown Specific Plan.

Opportunities exist to bring the Midtown area closer to the goal of a vital, mixed-use community by encouraging transitional uses to occupy existing buildings within areas designated General Commercial and Transit-Oriented Mixed Use. These uses should be primarily retail or wholesale enterprises as described above, serving transit patrons and nearby residents and employees. Retail and wholesale uses, including produce markets, gardening supply outlets, home improvement stores and florists, are the most compatible to the planned uses and help the area to transition to the ultimate mix of residential and commercial uses.

POLICY 2.2: Substantial remodeling and minor expansions of existing building area, including in separate buildings, should be considered for transitional uses only if other requirements (e.g., parking, landscaping, etc.) are met (see also Policy 2.5). Building area expansions in Cahill East are limited to no more than 50 percent of existing floor area. Major expansions should be considered only for uses at the ultimate, higher intensities. (See Policy 2.3 for expansion guidelines for the Vasona subarea.)

The transitional uses provide property owners with the ability to obtain an economic return with minimum additional investment. Transitional uses

give property owners options beyond their existing businesses and the uses set forth in the Midtown Specific Plan. This policy provides the flexibility to complete some minor improvements which can be amortized within a few years, thereby maintaining the opportunity for future development of the planned commercial, residential, and mixed uses.

POLICY 2.3: For properties located in the Vasona subarea, a building coverage of up to 3.5 FAR may be allowed in order to accommodate either “existing” or “transitional” uses, but must otherwise be consistent with the existing and transitional uses policies. Major expansions should be considered only for uses at the ultimate, higher intensities.

The intensity of development planned in the Vasona subarea is dependent upon the eventual construction of the Vasona Light Rail Corridor. If development of the corridor is delayed, these properties cannot take full advantage of the planned ultimate intensity of development. The near-term development potential for these properties is very different than for the Cahill East properties, where transit facilities already exist. For this reason, additional flexibility is provided to create opportunities for development during the period of time when ultimate development may be not feasible.

POLICY 2.4: For vacant properties designated General Commercial or Transit-Oriented Mixed Use, transitional uses should be limited to parking lots, open markets, and other activities which are appropriate and compatible with planned uses. Vehicle and large, heavy equipment sales and large recycling activities are not considered compatible with planned uses. Small accessory structures (e.g., parking kiosks) should not exceed 20 percent FAR on these properties.

As with Policy 2.2 above, development investment on vacant properties should be minimized to allow for some transitional uses

but not compromise future construction of the more intensive, planned uses.

POLICY 2.5: The Midtown Specific Plan encourages attractive, compatible facade improvements and the use of materials which do not require significant investment (e.g., canvas awnings).

Attractive facade improvements can often be achieved with a minimum investment. While improvement is encouraged, the intent of the policy is to keep investment at a level sufficiently low that future development at the intensities described in the Specific Plan is not unreasonably delayed.

POLICY 2.6: The landscape requirements for minor changes to existing uses should correspond to the minimum level of investment in the existing use.

- The landscaping requirements should acknowledge that the existing uses are probably temporary.
- Any major landscaping investment should be urban in character, focused in areas where landscaping is more likely to remain permanently.
- Landscaping should be concentrated along the street frontage and along the interfaces with any existing uses that are consistent with the ultimate development of Midtown.
- Landscaping should conform to the City’s Landscape and Irrigation Guidelines.

The majority of the Midtown area was developed before the City adopted its current landscaping requirements. Landscaping is an important amenity for a property, creating an attractive place to do business. For transitional uses, landscaping requirements would be modified so as to not impose a level of investment which would inhibit the development of future buildings consistent with the Midtown Specific Plan.

POLICY 2.7: Adequate parking should be provided for transitional uses; however, opportunities for off-site or shared parking should be considered where appropriate.

As with landscaping requirements, many of the sites do not provide adequate parking for existing uses. Transitional uses may also have difficulty meeting the current parking requirements due to the placement of existing buildings and the relatively small size of parcels in the Cahill East area. For these reasons, opportunities for shared and off-site parking should be pursued for transitional uses.

POLICY 2.8: Property owners in the Cahill East area should consider a master Planned Development rezoning to permit a variety of compatible, low-intensity uses such as produce and other food markets, clothing stores, and similar marketplace retail uses.

A master Planned Development (PD) zoning could save participating property owners time and money as they consider transitional uses for their individual properties. Property owners with contiguous parcels could apply for one PD zoning that would govern their properties and provide for a range of transitional uses, development standards, and other requirements. In this way, when property owners are interested in pursuing transitional uses, they would only need to apply for the appropriate permits.

OBJECTIVE 3: The interfaces between industrial and residential uses should be carefully treated to protect existing businesses and future development opportunities on adjacent properties.

The Midtown area has many viable businesses interspersed among properties which are more likely to develop to new uses in the short term. This situation requires careful consideration of how new uses “interface” with existing uses and planned uses on adjacent and nearby properties. The treatment of a particular interface requires a site-specific response and the design guidelines

explained in the Land Use and Urban Design chapter seek to ensure compatibility between land uses. The following policies provide some additional guidelines for ensuring compatibility:

POLICY 3.1: New residential development should mitigate potential land use conflicts with existing and planned industrial and commercial uses.

POLICY 3.2: The interface between new residential development and existing industrial sites planned for ultimate residential development should address potential land use conflicts with those existing industrial uses, but should also avoid creating negative conditions for future residential redevelopment of the adjacent site.

POLICY 3.3: Any new industrial/commercial development should provide adequate mitigation for nearby existing or planned residential uses.

These three policies reinforce the importance of new development adequately relating to existing and planned uses. The design guidelines for each subarea in the Land Use and Urban Design chapter provide direction for ensuring compatibility. Given that new development will occur over a long period of time throughout the area, it is especially important that this new development be sensitive to existing and planned uses.

POLICY 3.4: To retain the important economic contribution of the properties designated Combined Industrial/Commercial (e.g., the Del Monte plant on Auzerai Avenue), new uses in close proximity to the Combined Industrial/Commercial areas should provide an adequate buffer for noise, vibration, and other potential conflicts.

The Del Monte plant located on Auzerai Avenue provides important jobs in San Jose. The Midtown Specific Plan proposes transit-oriented mixed-use development adjacent to the plant. Such development should contain mitigation to

buffer from potential noise, vibration, and other impacts. The design guidelines contained in the Vasona subarea section provide the direction for such mitigation.

OBJECTIVE 4: The preservation of historic resources should be encouraged wherever practicable.

The Midtown area has an important history as the location for major canning operations and transportation activities. This history is reflected in some of the existing structures and other resources, such as the Del Monte water tower. New development within Midtown should respect the historic contribution of the area.

POLICY 4.1: The Midtown Specific Plan provides flexibility in use and density/intensity of uses to facilitate the preservation of historic resources, as set forth in Discretionary Alternate Use Policy #3 in the Horizon 2000 General Plan.

The General Plan contains a discretionary alternate use policy which allows land uses other than those designated on the Land Use/Transportation Diagram on sites with structures of significant historical or architectural merit, if to do so would enhance the likelihood that the historic/architectural features would be preserved. The proposed use would have to be compatible with the surrounding area. This policy applies to Midtown and can only be implemented through a Planned Development zoning.

POLICY 4.2: Businesses located in historic structures, whether designated a landmark or not, are encouraged to continue their operations.

It is not the intent of the Specific Plan to affect negatively the ability of businesses to continue their operations. This policy seeks to provide specific assurance to businesses located in historic structures.

Financing Alternatives for Infrastructure and Community Facility Improvements

This section describes financing alternatives for the infrastructure and community facility improvements described in previous chapters. These improvements would support the new development proposed in the plan. For the Midtown Specific Plan, preliminary infrastructure costs were estimated to help determine the overall financial feasibility of the plan. More detailed engineering costs will be required at the time of development. These costs would be the basis for a future financing plan.

The financing discussion contained in this section provides a framework for the development of a detailed financing plan. This section outlines the potential phasing of development, financing principles to guide the preparation of a financing plan, and an explanation of the steps to be taken to prepare a financing plan. The future financing plan would be based on detailed engineering costs of proposed improvements and would need to account for any changes in City policies and programs regarding public facilities. For these reasons, the financing section contains guidelines but not a definitive allocation of costs or funding sources.

Revitalization Phases

The following presents a likely scenario of how development in the Midtown Specific Plan area could proceed based on several considerations, such as interest by existing property owners, public investments in the area, and market considerations. It should be noted that any property within the Midtown Specific Plan area could develop at any time irrespective of the phasing described below. There is no restriction in the plan which would make any property develop during a specific period of time or prohibit a property owner from developing at any given time.

Catalyst Phase

The first phase of development is the Catalyst Phase, which includes the Cahill West area north of Park Avenue and the Sears/Saddlerack area. These two subareas are expected to be developed in the relatively near term for several reasons. First, they include very large parcels and are owned by a few entities. The northern portion of Cahill West is comprised of properties owned by Del Monte, Union Ice Company, the Vitales (private party), and the Joint Powers Authority (JPA)/Southern Pacific. Given the renovation of the Cahill Station and the potential interest of the current property owners, this subarea is likely to develop in the near term. In the case of the Sears/Saddlerack area, the Sears portion is currently vacant and the owner, the Santa Clara County Board of Education, is interested in selling the site. The owners of the Saddlerack site have also expressed interest in either selling or developing their property in the future.

The development of Cahill West and the Sears/Saddlerack subarea is expected to be a catalyst for further new development and redevelopment in the Midtown plan area. That is, development of these two areas should set the tone for future development and communicate to the broader development community that Midtown offers significant development opportunities. Successful development of these areas should establish the identity of Midtown as an emerging community and enhance the conditions for further private investment. The existence of the Specific Plan provides a framework for future development which removes some of the uncertainty that can inhibit development in transitioning areas.

Public Investment Phase

The second phase of development has been labeled the "Public Investment Phase," and includes the Cahill East and Vasona subareas. Each of these subareas will receive significant

public investments in terms of public facilities and infrastructure over the next 5 to 10 years, with the potential for further long-term improvements after that. Some of this public investment is taking place currently, such as the renovation of the Cahill Station. As described earlier, these improvements include the new Community Arena, the Cahill Station renovation, the Vasona Light Rail System, the Neighborhood Business Districts and, in the longer term, the potential for a BART extension to San Jose. These planned and potential improvements combined total about \$840 million excluding BART, for which a cost estimate is unavailable.

The substantial investment of public dollars in new infrastructure should stimulate private development. The public investment in transit, in particular, supports one of the main goals of the Specific Plan, which is to plan for high-density housing and supportive mixed uses oriented to the new public transit in the area.

Evolutionary Phase

The Evolutionary Phase includes the Lincoln/Auzerais subarea and the Cahill West subarea south of Park Avenue. Current businesses in these subdistricts include Del Monte and Scissor Lifts. It is assumed that property in these two areas would take longer to redevelop given the viability of many of the current uses and the multiple property owners in the area. The development that would occur under the Catalyst and Public Investment phases will enhance development potentials in these remaining areas. Once the catalyst projects and some of the public improvements are completed, these areas may be expected to upgrade incrementally over time.

There is no limitation inherent in the plan to restrict development in these subareas in the short term or before the “catalyst” projects or any development in the other subareas. Development of any of the subareas could proceed at any time a developer or group of developers comes forward with a proposed

project. However, it is the expectation that development in these areas would occur over a longer time frame than in the other areas.

Financing Principles

The Midtown Specific Plan is a long range blueprint for the private redevelopment of the Midtown area. Due to the range of densities and land uses permitted under the plan, and the diversity of property ownership within the area, it is uncertain what the scale, mix and timing of future development projects actually will be.

This chapter sets forth the principles that can guide the financing of infrastructure and public facilities in the Midtown Specific Plan area. The purpose of these principles is to provide a framework which will ensure that infrastructure and public facilities are provided in a timely manner, and that costs will be equitably distributed among benefitting properties.

The Services and Facilities policies in the City of San Jose Horizon 2000 General Plan state that the capital and facility needs generated by new development should be financed by new development. Based on this General Plan policy, the following principles for Midtown were developed. The basic principles which underlie the policies and financing strategies for implementing the Midtown Specific Plan are as follows:

1. Developers of new projects in the Specific Plan area should fund the infrastructure and public facility improvements necessitated by new development, except where other funding has been allocated from other sources which do not require reimbursement from the developer.
2. The cost of infrastructure and public facility improvements required by new development should be distributed among specific properties in a fair and equitable manner, reflecting the relative demand for facilities generated by development of each property.

3. Construction of facilities may be accepted in lieu of fees or assessments. Credits or reimbursement should be explored when the cost of construction is greater than the fees or assessments.
4. Land dedications may be accepted in lieu of fees or assessments where land is appropriately located.

Development of a Financing Plan

The financing analysis completed for the Midtown Specific Plan (contained in a separate document) assessed the preliminary feasibility of the Specific Plan. A financing plan would need to be prepared, requiring the developers/property owners to first come forward with specific development intentions for their properties. Detailed engineering work would need to be completed to determine more precise cost estimates for public improvements. The following steps explain the overall process of developing a financing plan.

Preliminary Work

The first step in the process of developing a financing plan will be for the City to meet with property owners who are interested in proceeding with development to discuss their intentions regarding the development of their properties. This process could occur anytime before an application is filed on the proposed development. At this point, the City and interested property owners/developers would establish a work program based on what they want to accomplish with this first stage of preparation for a financing plan. For example, the work program could outline the tasks necessary to complete

preliminary design of needed infrastructure improvements, including engineering (up to 35 percent) and cost estimates. The City and the property owners/developers would enter into a Pre-Cooperation Agreement to complete the tasks in the work program. Typically, the property owners/developers pay for the costs of tasks listed in the work program.

Preparation of the Financing Plan

The next step in the preparation of the financing plan would be to define the nature and extent of development plans and corresponding infrastructure needs. The City and property owners/developers would agree on which improvement costs would be privately financed (directly by the developer) and which would be publicly financed (i.e., bond financing). The City and property owners/developers would then develop a budget and outline the next set of tasks, including the drafting of an infrastructure improvement schedule. After this, the City would enter into a Cooperation Agreement with the property owners/developer which would establish the components of the financing plan and define developer/City responsibilities for financing of early stage public improvements. At this point, the property owners/developers would fund the completion of detailed engineering and cost estimates for the needed improvements if 35 percent engineering plans have not yet been completed. Under contract with the City, the property owners/developers would fund completion of any required right-of-way appraisals and property appraisals necessary to support any bond sale. Then, the City would implement the financing plan.

Administration of the Midtown Specific Plan

This section explains the process for maintaining and amending the Midtown Specific Plan. Any amendments would need to be processed through the City's established planning processes for General Plan amendments. Such modifications would need to be consistent with the goals and objectives of the General Plan and the Midtown Specific Plan. This section also provides suggestions for future land use changes for certain sites within Midtown which may benefit from intensification under certain circumstances.

Modifications to the Specific Plan

The Midtown Specific Plan represents a long-term plan for the area. The plan recognizes the potential need to modify some of its components to reflect changing conditions. These modifications should be guided by the following criteria:

- All modifications should be consistent with the goals and objectives set forth in the General Plan and the Midtown Specific Plan.
- All land use modifications should occur through relevant planning processes such as General Plan amendments or rezonings.
- All modifications to other aspects of the Specific Plan (e.g., streets, parks, etc.) should be handled within the respective established processes of the City.

At this time, it is possible to identify some of the circumstances under which a modification to the plan may be necessary, including:

If the Vasona Corridor is never constructed.

The area south of West San Carlos Street is designated Transit-Oriented Mixed Use to take advantage of the proposed Vasona Light Rail Corridor and one of its transit stops on West San Carlos Street. This designation should be reevaluated if the light rail corridor is not constructed. Land modifications should be consistent with the West San Carlos Street

Neighborhood Business District and the existing and planned industrial activity. Opportunities for economic development should be maintained compatible with the surroundings. In other words, proposed modifications should consider commercial and/or industrial land use designations. If funding for the Vasona LRT corridor is not committed by the year 2000, City Council should consider initiation of a General Plan amendment of the land use designation for the Vasona Mixed-Use subarea.

If the staging tracks at the Cahill Station are not removed.

Cahill West is planned for residential and open space uses. The eastern portion of Cahill West is currently occupied by railroad tracks used for staging trains. It is anticipated that this activity will be relocated to the Lick Maintenance Facility once it is completed. If, however, the staging tracks at Cahill remain, the configuration of the park, the alignment of White Street, and the amount of residential uses would need to be modified. The size of the park should remain six acres and should be aligned parallel to the tracks instead of jogging east and then south. Residential uses would remain appropriate; however, the total acreage may be reduced to accommodate the reconfigured park and White Street. The six-acre park could be reduced commensurate with the reduced number of units.

If a school/community center and park are constructed south of Auzerai Avenue between Race Street and Lincoln Avenue: The area south of Auzerai Avenue east of Race Street is planned for Combined Industrial/Commercial uses. If a school, park, and other associated uses are constructed in this area, then the land use designations should be changed to Public/Quasi-Public and Public Park/Open Space to reflect those activities.

Any modifications not addressed above or in other parts of the Specific Plan document will require an amendment to this document. The Planning Commission, City Council or any property owner within the Midtown area may request an amendment in the Midtown Specific

Plan. The application for an amendment shall be in a form determined by the Director of Planning which includes an explanation of the proposal, the reason for the change, and any necessary supporting documents, plans, etc. The proposal will be reviewed through public hearings with both the Planning Commission and City Council;

however, only the City Council has the authority to amend the Midtown Specific Plan. A proposed amendment will be considered only during the Annual Review process of the General Plan. Applications for amendments to the plan from property owners will be subject to filing fees determined by the City Council.

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